VOLUME IV NUMBER 23 "The Motorcycle Enthusiasts' Weekly Newspaper" June 22, 1967

CYCLE NEWS

25¢

TIMELY TELEGRAMS HALT CONTROVERSIAL LAW

See Page 4

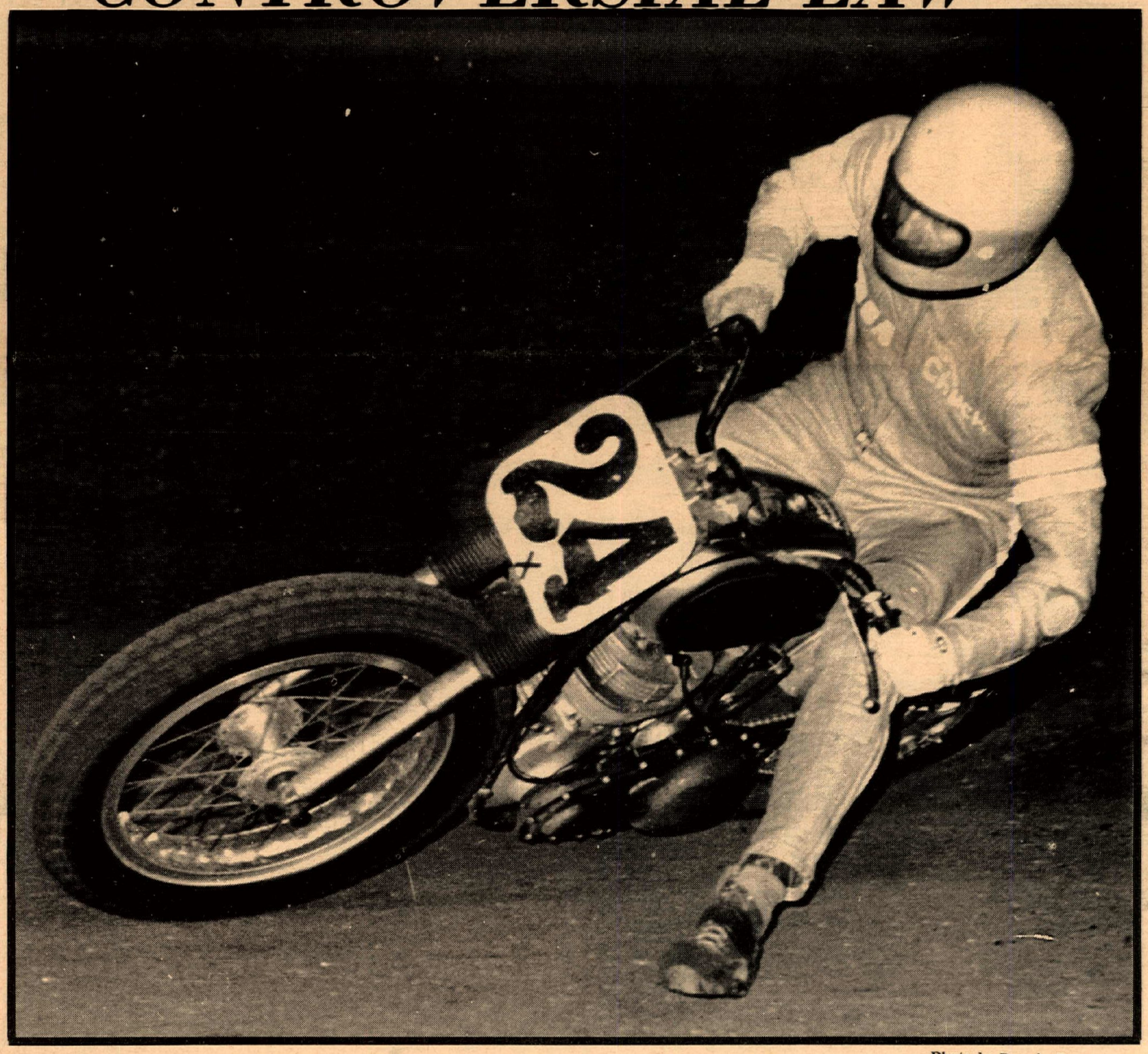


Photo by Dennis Greene

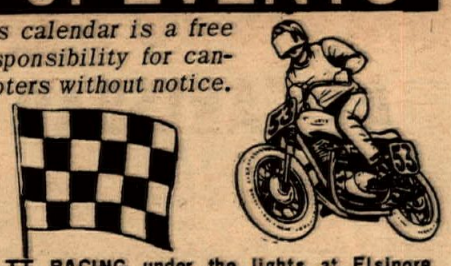
The Ascot spotlight is now on Chuck Jones, the amiable young slide artist from Arcadia. Overshadowed by many Ascot stars, Chuck has worked very hard the past two years and surprised everybody by trouncing the Extablishment last Friday night.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, Playboys M.C. AMA sanc., pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy & Firestone Blvd.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

EVERY SATURDAY NIGHT

SHORT TRACK RACING at Willows, Calif. AMA approved. Located at Hwy. 99E South of Chico, Calif. Racing begins at dusk.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SUNDAY, MAY 14-JUNE 20

LIGHTWEIGHT SHORT TRACK at County Fairgrounds., Monterey, Calif. AMA sanc., For info write: R&R Racing Enterprises, 1929 Del Monte Blvd., Seaside, Calif.

EVERY WEDNESDAY NIGHT

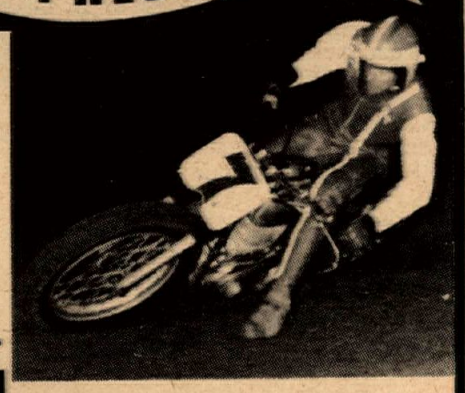
A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

NEXT WEEK IN CYCLE NEWS

100-MILE NATIONAL, CARLSBAD, PLUS LOTS MORE

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.



FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway

JUNE 16—AUGUST 18

FRIDAY NIGHT SCRAMBLES at Lodi Cycle Bowl. All classes, six riders make a class. Signup and practice 6 to 7 p.m. only. No phone or late entries accepted. $1.50 ride or watch. Notarized release form is required for all minor riders.

SATURDAY, JUNE 17th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

SUNDAY, JUNE 18th.

TT STEEPLECHASE RACE, Capitol Speedway in West Sacramento. Novice, Amateur and Expert will run f[illegible] of the gate. AMA sanctioned. P[illegible] at 3:30 pm, time trials at 5 pm., fi[illegible]e at 6 pm. Admission $2.00 for adults, $1.00 ages 12-16 & uniformed servicemen, under 12 free, free park.

CANCELLED

CAPITOL CANCELLED AGAIN

Persistent flood problems have forced the cancellation of the TT scheduled for Capitol Speedway this Sunday. The Sacramento River is out of its banks and flooding the lowlands around the track, causing seepage on the track site. Capitol management feels that the track cannot be restored to a safe condition by June 18th.

100 MILE NATIONAL Championship Road Race at Louden, New Hampshire.

MOTO-CROSS presented by Groundshakers M.C. Start 9:30 a.m, practice 8:30. Limed from Sahara Ave. & Boulder Hwy. Las Vegas Nev. Entry $3.00 Desert Points. Be ready for mud and water. Donation tp cents. Riders free.

PACIFIC SO. WEST CHAMPIONSHIP HARE SCRAMBLES. Sidehack Assn. Classic. Entry $4.25. Four 28-mile loops. Food nearby 10 a.m. Le Mans start. All classes. located south on Hwy 395 of intersection of 395 and and Hwy 58, near Four Corners.

SCRAMBLES on the Pittsburg Go Kart Track. Promoted by Hi-Hats M.C. Located on Hwy 4 near Pittsburg, Calif. 1/4 mile east of Bailey Rd. Look for lime $1.50 ride or watch. Pits open 9 a.m., racing at noon. Entrants must comply with Dist. 36 and AMA rules. All classes. For info. phone 685-9148.

SAN GABRIEL VALLEY M.C. trophies will be given out at this Sunday's desert event in the SGVMC pits. Located just beyond Four Corners.

SCRAMBLES at Dehesa Speedway. AMA sanc. Signup at 9, racing at 12. Located 5 miles east of El Cajon out Jamacha Rd. All classes. $1.25 to ride. Approximately 3/8 mile TT course. Graded surface.

SPORTSMAN ROAD RACES at Carlsbad Raceway. Sponsored by the Playboys M.C. Races for all classes of Grand Prix machines plus a production class for street lightweight. Pit gate opens at 9 a.m., closes at 11:30 a.m. Race time 1:30 p.m.

SCRAMBLES, presented by Nevada Trailblazers M.C. at Golden Valley Speedway, 6 miles north on U.S. 395 in Reno. $2.50 to ride. All AMA classes. Free drinks. Class C tires recommended. Signup 9 a.m., practice 11 a.m., racing at 1 p.m. For further info. call (702) 786-6932.

TT SCRAMBLES at Elsinore. AMA sanctioned Dist. 37 point run presented by Gripsters M.C. Small bikes (all classes) 8 a.m., big bikes (all classes) 12:30 p.m. Entries close ½ hour before race time. Gate donation $1.25, entry fee $2.00. Consolation race in 100cc Novice and 250cc Novice. Powder Puffs and Sidehacks welcome.

MOVING???...

Second class mail is NOT forwardable. Send us your new address as soon as possible, so you won't miss an issue.

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(Be sure and include Zip code.)

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If you can qualify and want to

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for a growing motor cycle distrib. send your resume to Dept. B.S.A.W. Cycle News, 6477 No. Long Beach Blvd., Long Beach, Calif. 90805.

SATURDAY, JUNE 24th

CALIFORNIA GOPHERS Trophy Presentation. For Nov. 27, Feb. 12, and March 14 races. 8 p.m. at Local 250 Pipefitters Hall, 18355 So. Figueroa, Gardena, Calif. Free beer and food. Fun for all!

SUNDAY, JUNE 25th

AMA CLASS "C" HALF-MILE at Santa Clara County Fairgrounds in San Jose. Featuring Sam Arena Sweepstakes. Adults $2.50, children 6-12 yrs. $1.00. Free parking, covered grandstand. Located on Tully Road.

AFM NATIONAL ROAD RACE at Whiteman Air Park in Pacoima. All G.P. and Production classes and sidecars. Gates open 9 a.m. for tech inspection. First practice at noon, racing at 1:30 p.m. Admission $2.00. Entry fee $8.00 G.P. classes, $3.00 production classes.

SCRAMBLES at Lincoln, Calif., presented by Sierra Cycle Club of Auburn. AMA sanc., $1.50 ride or watch. Big wide track. Location: One mile east of Lincoln, corner Gold Hill Rd. and Hungry Hollow Rd. Signup and practice 9-11 a.m., racing starts at noon. New shaded bleachers. For further info. phone: (916) 885-5491.

10-MILE NATIONAL Championship Dirt Track at Ohio State Fairgrounds, Columbus, Ohio.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Presented by Sinners M.C. Small Bikes Noon. Trophies to all classes.

PACIFIC SOUTHWEST CHAMPIONSHIP European Scrambles. Another great Dirt Diggers presentation. Marked from Hwy. 395, 8 miles west of Adelanto. Entry fee $3.25. All classes. Six mile loops. Trail bikes: 8 a.m. Lt. Nov: 9:15. Lt. Am: 10:30. Lt. Ex: 11:45. Hacks: 1:00. Heavy Ex: 1:45. Heavy Am: 3:00. Heavy Nov: 4:15.

FRIDAY, JUNE 30th

5-MILE NATIONAL at Tulare, California. All Novice program and time trials for Amateurs & Experts competing in 5-Mile Championship.

QUARTER MILE SHORT TRACK and fireworks show at Ascot Park, 183rd and Vermont, Gardena. All professional classes. First race at 8:15 p.m.

SATURDAY, JULY 1st

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

5-MILE NATIONAL at Tulare, California. Amateurs and Experts only. Half-mile dirt oval. Come and see your favorites battle.

SUNDAY, JULY 2nd

SCRAMBLES SCHOOL - First monthly scrambles academy at Elsinore Race Track, off Hwy 71 near Town of Elsinore, Calif. Instructors: Jim Hunter (Dist 37 -1) and John Rice. Asst. Inst. Monte Darling. Mgr. Bob Braverman. Classes begin 9 a.m. sharp, to 5 p.m. Bring helmet, leather jacket, boots and scooter. Folding pegs req. scrambles gearing, class C traction. gloves optional. Tuition $10.

3rd ANNUAL A.C.A. "SPIRIT OF '76" motorcycle races at Willow Springs International Raceway, located Hwy. 14 to the City of Rosamond, Rosamond Blvd. west approx. 5 miles to raceway. G.P. scrambles starting 9:00 a.m., all classes 50cc thru Open. Grand Prix Road Race, all classes 50cc thru Open, as well as all production classes, starting 1:30 p.m. Street riders contest at 12:00 for custom, stock, club and family, side car, best dressed and man-mile categories being judged.

SPORTSMAN HILL CLIMB, presented by Eastside M.C. All AMA classes from 200cc up. Practice 9:30 a.m., start noon. $1.50 ride or watch. Children under 12 free. Located at Cycle Hills at Uvas Dam in Morgan Hill. Also featuring drag race hill climbs — two motorcycles at a time.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small Bikes Noon. Trophies to all classes.

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

AFM NATIONAL ROAD RACE $1500 purse for GP and sidecars at Sacramento Fairgrounds. Sportsman Prod. classes. Practice on Saturday, July 1 ?8¼7⊕ affiliate license req. (AFM, ACA etc.) AFM numbers req. For info contact AFM (415) 342–3712 in No. Calif. or (213) 762–9875 in So. Calif.

3rd ANNUAL CALICO 50 MILER will be held at El Mirage this year. Two classes: 0-80cc, 81-125cc. $3.00 entry fee. Starts at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime to the dry lake bed and to loads of fun. Everyone welcome. Sponsored by Hi-Jinx FMC of Norwalk.

50-MILER SCRAMBLES presented by Sage Hoppers M.C. Held at Encinatas, AMA sanc. Practice 10 a.m., first race 11 a.m., all Expert classes. Second race 1 p.m., all Novice classes. Limed from Interstate 5 (101) and San Marcos Rd. Lunch Wagon, ambulance, toilets. Entry fee $3.00, no admission charge. For info. call Bob Gooding (714) 753-2097.

MON DAY, JULY 3rd

AFM INDEPENDENCE DAY PART - in conjunction with the 4th Annual U.S. Prod. machine Championships. At the Casa Rosa Motel. Entire Motel available. Make reservations at 1540 Ocean Ave., San Francisco.

TUESDAY, JULY 4th

4th ANNUAL U.S. PRODUCTION MACHINE CHAMPIONSHIPS. "Cotati 250". 250 mile street machine road race. AFM sanc. Two riders req. per entry. Pit stop equipment mandatory. Classes, 125cc through 1300cc. Also special "Tiddler 25" 25 mile Champ. for 100cc and under. AFM prod. rules aply.

OLD FASHIONED HILL CLIMB presented by Veterans of Foreign Wars. Located at Irvine Ranch property in Orange County. For details contact Fred Devenney at 536-0353 or 545-7985.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small Bikes Noon. Trophies to all classes.

T.T. SCRAMBLES at Perris, Calif. Presented by Jackrabbits M.C. AMA sanctioned point run. Novice big bikes 8:30 a.m., Am-Ex big bikes 11:30 a.m., all lightweights 1:30 p.m. $1.25 gates, $2.00 riders fee.

SATURDAY, JULY 8th

30-LAP NATIONAL CHAMPIONSHIP at Castle Rock Fairgrounds, Washington. $6,000 purse, presented by Mt. St. Helens M.C. Time 8 p.m. Time trials and Novice event Friday night at 8 p.m.

SATURDAY, JULY 15th

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

SUNDAY JULY 16th

20-MILE NATIONAL Championship Dirt Track, Portland, Oregon.

SATURDAY, JULY 22nd

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

50-LAP TT NATIONAL Championship, Ascot Park, Gardena, Calif.

SUNDAY, JULY 23rd

TT SCRAMBLES at El Mirage Dry Lake bed. Heats, Semis and Main Events. Two classes: 0-80cc, 81-125cc. $3.00 entry fee with 75% going for trophies. Half-mile track. Beginners welcome. First event at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime. Sponsored by Hi-Jinx FMC of Norwalk.

SATURDAY, AUGUST 5th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SUNDAY, AUGUST 6th

2nd ANNUAL DANISH TOUR by Colorama M.C. AMA sanc., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D shop, 16113 Sherman Way, Van Nuys. Route: 125 miles of paved scenic highway, through the Danish community of Solvange. Finish closes at 2:30 p.m. Free meal at finish. Trophies, gift certificates and prizes galore.

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

SATURDAY, AUGUST 19th

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 1	Short Track (nite) Ridgetop, Tenn.	
July 2	½ mile Indiana State Champ., Princeton, Indiana	
July 2	T.T.	Wabash, Indiana
July 4	½ mile	Rockport, Indiana
July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

June	24	San Gabriel T.T.
July	1	Ascot T.T.
	8	San Gabriel T.T.
	21	Ascot Nov. T.T. (Natl. Qual.)
	22	Ascot 50 Lap T.T. National
Aug.	5	Ascot T.T.
	12	San Gabriel T.T.
	26	San Gabriel T.T.
Sept.	2	Ascot T.T.
	8	Ascot Nov. ½ Mile (Natl. Qual.)
	9	Ascot 8 Mile National
	23	San Gabriel T.T.
	30	San Gabriel T.T.
Oct.	7	Ascot T.T.
	28	San Gabriel T.T.
Nov.	4	Ascot T.T.
	10	Ascot ½ Mile (final)

WESTERN NATIONAL CALENDAR

July	1	5 Mile, Tulare
	8	30 Lap T.T., Castle Rock
	16	20 Mile, Portland
	22	50 Lap T.T., Ascot Park
Sept.	9	8 Mile, Ascot Park
	17	25 Mile, Sacramento
	24	75 Mile Road Race, Carlsbad

Entries close 21 days in advance. Post entry $25. Write *early* for each National to: A.M.A.
P.O.Box 231
Worthington, Ohio 43085

FLAT TRACK

Mel Lacher, the fast-starter from San Diego, enjoys a slight lead over Dan Haaby in the red-hot 1967 motorcycle race as the riders prepare for Friday evening's meet at Ascot Park.

First race on the 18-event card is at 8:15 p.m.

There has been unusual intensity of competition to date at the 183rd and Vermont Avenue course, with five different winners in the seven meets held.

The latest was Chuck Jones of Arcadia, who made it to the winner's circle at Ascot for the first time in his career. The win boosted Jones into fourth in the seasonal standings.

Sammy Tanner, the veteran from Long Beach, is in the unaccustomed third position, while Ralph White is in fifth place. Tanner hasn't won the Main Event since opening night.

Jones, one of the brightest finds in cycle racing, swept the card last Friday, winning the dash, heat and the Main Event. He is one of the few college men in cycle ranks.

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TOP ROAD RACERS TO MEET AT CARLSBAD

The monthly Carlsbad AMA sanctioned road races are now taking on added flavor as this is race season with events being held three and four times a week all over the country.

The vast majority of the top road racers in the west have and will be competing at Carlsbad this Sunday, July 30th and August 20th. The reason, they will be getting ready for the second annual running of the 75 mile AMA National Championship Race that will be held on September 24th.

The last five races at Carlsbad have produced five different winners in the "Open", or big bike class for the same machines that compete at Daytona and Laconia every year in March and June.

Riders such as Cal Rayborn, Eddie Mulder, Bill Manley, Don Vesco and Johnny Apple have come up as the winners in recent races.

The monthly Carlsbad races, held prior to the September national, are open to any and all riders, or would be beginners. The track has classes for every size machine built in the USA or imported into the country.

There are classes for riders who have lightweight street machines. This is known as the production class and riders may enter and race their bikes by taking off the mirrors and kick stands.

Many new riders have already competed in the production classes a time or two and then moved on to actual road racing machines.

It is a full day of practice and racing with large trophies given to the winners and near winners in all classes.

The June, July and August races start at 1:30 p.m. with the pit gates opening at 9:00 a.m. and closing at 11:30 a.m. All riders receive more than ample practice from 10:00 a.m. to 1:00 p.m.

TOUR EUROPE BY MOTORCYCLE

Motorcycle enthusiasts in the US are offered an opportunity to tour Europe for three weeks by motorcycle. They will travel across Holland, Germany, Austria, Italy, Switzerland, France and Belgium. Included in the package price of the Tour will be a cycle, which will be waiting in Amsterdam.

Persons going on the tour will leave Los Angeles, Chicago or New York by specially arranged aircraft for Amsterdam, where they will be met by a bike of their choice. The tour will take them through many of Europe's beauty spots, with overnight stops in selected hotels.

Tour members will see Old Amsterdam, the fabled castles of the Rhine and the student town of Heidelberg. Continuing through the medieval town of Lucerne in Switzerland they will visit the Italian lake country and, from there, visit Milan, Florence and Rome. Turning north, they will see Nice and Lyon on their way through France to Paris for 2½ days sightseeing. From Paris the tour will move to Brussels for more sightseeing before planes are boarded back to the United States.

Accompanying the motorcyclists will be a guide and a factory truck for servicing purposes.

The complete cost of the Tour from Los Angeles for 22 days, starting in mid-September, will range from $1,658.85 to $1,754.85 depending on the model chosen. Included in the price is the cost of all hotels with private bathrooms, two meals a day, air fare to and from the United States, sightseeing and the freight of a motorcycle from Holland to the U.S.

Further details can be obtained from: Ted Van Der Kolk and Sons, 1809 South Brand Boulevard, Glendale, California 91204.

"ATTENTION IN THE PIT AREA!"

MONTESA V.I.P.s VISIT

Modesto Sole, Export Manager and Jose O. Guixa, one of the founders of Montesa, enjoyed an extended visit with their U.S. Distributor, "Kim" Kimball, President of Montesa Motors, Inc., Los Angeles, California. During their visit they toured through many of the shops of the Montesa dealers in Southern California and attended nearly every type of motorcycle racing event scheduled. They were very impressed with the versatility of the Southern California terrain which gives the motorcycle rider a wide choice in this sport.

Over 4,000 units of the popular 250cc La Cross, Scorpion and Impala Sport will be arriving in the U.S. during the warm season, it was reported. Senors Sole and Guixa also toured Dan Gurney's A.A.R. Racing Plant in Santa Ana, studying all the latest methods used in building the finest racing equipment. Many of these ideas will be introduced at the factory in Spain.

CYCLE NEWS LOVES YOU

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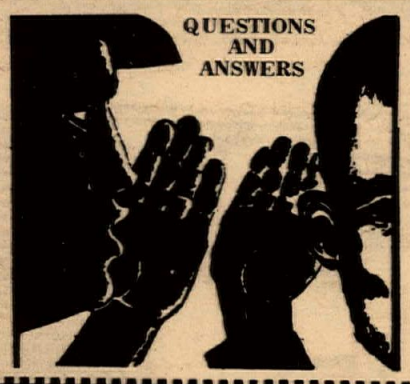


QUESTION: *What motorcycles are best for the dirt and is there a bike that will perform well in the dirt as well as running seventy plus on the freeway? J.D.-Long Beach*

ANSWER: To answer your question with the greatest simplicity, I must state that motorcycles designed for the dirt are best for the dirt, although many distributors have produced combination street/scrambler machines. If you intend to ride the dirt for fun only, then one such combo unit will suffice, but if competition is a goal, then obtain a machine produced for dirt competition. The figure of seventy plus is a bit high for any combo unit, except for one of at least 650cc displacement. When you obtain a machine of that size there is bound to be a great deal of weight to throw around and recover in an anxious moment of dirt riding. If you're big enough physically, then take a look at machines such as the Norton 750cc scrambler, Triumph TR6C, Enfield 750cc TT Interceptor, Matchless GISCS and a new 650cc Kawasaki scrambler, soon to be released.

QUESTION: *I recently tore down my 500cc Velo for overhaul and found the piston and head covered with an immense amount of carbon. What caused this? B.B.-Pomona.*

ANSWER: Many things lend themselves to carbon formation in an engine, be it two or four stroke. The oil you used could in itself be a cause due to too heavy a weight or the carbon-bearing additives in the lubricant. Gasoline has carbon in its makeup and dust or dirt is a great contributor to carbon buildup if improper air cleaners are used. If you have excessively loose intake valve guides, the cylinders will receive direct oiling via the intake valve to piston crown, thus heavy carbon.

QUESTION: *Some people think I'm nuts in washing my bike too often, but it just drives me nuts to see a lot of oil and dirt. What is the best gunk I can use to make it an easier job? D.P. – Boulder, Colo.*

ANSWER: I'm all for your side! I think your riding a clean machine does a great deal in improving peoples image of a dirty so and so machine. There are many "Gunks" on the market and each one works, but I have found something that makes the bike look like new and the idea of starting the engine for warming up is not necessary. Obtain "Mr. Clean," the all purpose cleaner, from your local supermarket. Brush it on wherever desired (full strength) and then hose it off. Aluminum shines like new and there is no harmful film left on paint after washing.

QUESTION: *What are the dates of this years record trials at the Salt Flats? B.M. – La Verne.*

ANSWER: August 20th thru 26th.

BY CHUCK CLAYTON

Fast response from California motorcycle enthusiasts succeeded in stopping the controversial "Motorcycle Danger Bill" (A.B. 978) from being railroaded through the state legislatures.

Democratic party leader from Inglewood, Jesse Unruh acted as our "ombudsman" in transferring the bill to the Ways and Means Committee where it can be trimmed down to size.

You Did It!

Readers can take much of the credit for winning the first significant battle in the war against uninformed m/c legislation. Letters and telegrams spelled out the will of the people in no uncertain terms.

Credit should go also to the dealers and distributors who made their objections known to their representative in Sacramento both in person and by Public Opinion Telegrams.

Unruh pulled the bill off file and sent it to the Ways and Means Committee, which indicated strongly that the bill was in trouble. Checking with Assemblyman Crown's office, CYCLE NEWS learned that it would take a letter from the Governor to set it for hearing before they act on the budget, as it has an appropriation in it. The budget won't be heard for at least a month and even if it is heard before Ways and Means. After that we can kill it if we want to. Insiders in Sacramento feel that it won't be heard at all. We'll keep an eye on it for you.

Training and Testing Costly

The cost of training and testing California's nearly one million motorcycle riders appears to be the hang-up that stopped the bill. This delay gives us the time we need to convince the legislature that the bill needs amending before it is passed. Specifically, the dreaded compulsory helmet portion, the dual rearview mirror requirements and especially the Car-Before-The-Bike license sections should be pigeonholed forever.

So keep the cards and telegrams coming, kiddies. Somebody up there in the capitol is paying attention. Hurrah for the democratic process!

...Another Victory in California

Local motorcycle distributors and the national trade association succeeded recently in amending another ill-considered motorcycle bill in Sacramento. Sponsored by the same Assemblyman Foran who wrote AB 978, this law would require motorcycles to have battery operated lights. The industry spokesmen succeeded in getting the bill changed to become effective in 1970 and will require only that a battery be supplied that will keep the tail light lit for 20 minutes.

SIMULATOR PROGRESS

The motorcycle simulator that Cycle News is currently developing underwent its toughest test at the recent Cycle World Show. We nearly burned out the projector motor in the dozen or so demonstrations, owing to a hastily designed brake system. And the movie of road hazards clearly called for tighter editing. There were too many long stretches where no danger appeared, and people reacted to these either by tensing up in anticipation or else they relaxed too much and yielded to distractions.

Like The Real Thing

Our simulator banks and turns like a real motorcycle at low speed (0-20mph). In other words, you point the bars in the direction you want to turn, and the simulator leans and turns on pivots. Most people are aware that, over a certain speed, depending on the motorcycle's geometry, you *push* the left bar to turn left and the right bar to turn right. It's hard to believe until you try it, but this is the reaction that allows the phenomenon racers call "crossing up." Since the simulator is being developed to teach *intermediate* riding skills, it is not made to be crossed up. That, and the fact that you can't break traction, and you cannot crash, are the main differences between the feel of the simulator compared to a real bike. It was suggested that more realism could be had by adding a vibrator, and perhaps blowing wind on the rider. But we think that such tricks would only distract the rider from the main purpose of the machine, which is to test and train his reactions to road and traffic situations.

Future Plans

The simulator's throttle operates a potentiometer which speeds up and slows down the projector. The rider watches a film on a rear projection screen which looks like traveling down the road from the rider's point of view. There is a foot brake to stop the picture when danger is close. Our new projector will have a device to stop the action on a frame so that each danger can be studied and discussed.

Several universities engaged in safety studies and instructional technology have asked for demonstrations of the simulator and one large government agency has arranged to test riders to determine the accident-prevention value of our training machine. The next step for Cycle News will be to install the simulator in a self-contained trailer so that it can be demonstrated around the state.

The simulator and a full set of training films will be available for lease this summer if any school or dealer wants to teach "road wisdom" without risk. Contact me for information.

We owe a special thanks and credit to two more members of the safety-conscious motorcycle industry for supplying us with vital parts to improve the simulator: Barnett Tool & Engineering Co. for a special control cable, and Yamaha for tank knee pads.

VOICES

SCORNS ADVERSE PUBLICITY

I thought I would send you this article published in the Monrovia Journal this week about the Arcadia Love-In.

It is a shame that motorcycling gets such a black eye everytime something happens. This paper keeps mentioning that motorcycle gangs were the cause of everything and when people keep reading articles like these, they hate everyone who even sits on a motorcycle.

It seems like everyone on the street looks at you when you are riding and they think you are a trouble maker right away. I think these papers sure do make it unfair publishing so much against the motorcyclist and never anything for him.

I enjoy your paper very much. Keep up the good work.

A reader and a rider always.
KENNETH PRIESKAM
(We couldn't agree with you more.)

LOST COYOTES HOWL

Compliments are due you and your staff for the excellent paper and coverage of all events.

The purpose of this letter is to inform you of a new motorcycle club called the Los Coyotes of Lancaster. We are presently engaged in being sanctioned by AMA and District 37. Our energies will be directed to furthering the sport and participating in all Desert Events. The club was formed with 14 Charter Members and memberships to be open following approval of our sanction. D. Stinson was elected President.

Plans now are to present a Hare Scrambles on 30th July 67 to familiarize ourselves as a desert club.

GLEN WILLIAMS
Lancaster, Calif.

FACELESS ROBERTS

Does J.N. Roberts or does he not have a face under that helmet? ...Or are you desert guys putting all us Northern Cal. fellers on. In view of J.N.'s outstanding success of late... or is it really Torsten in disguise?

BD.
Santa Cruz, Calif.
(You are quite right, it is Torsten in disguise!)

APPLAUDS GOOD (CYCLE) NEWS

After reading Cycle News I'm quite impressed with it. Must say its a far cry from the 2 page Cycle News of the old days.

I have been away from racing for the past 6 years and have missed it a lot, the Checkers and all the old gang.

Went to my first TT Scrambles Sunday since I stopped racing and had a ball seeing some of my old racing buddies.

Enclosed find $7.50 for a years subscription and keep up the good news.

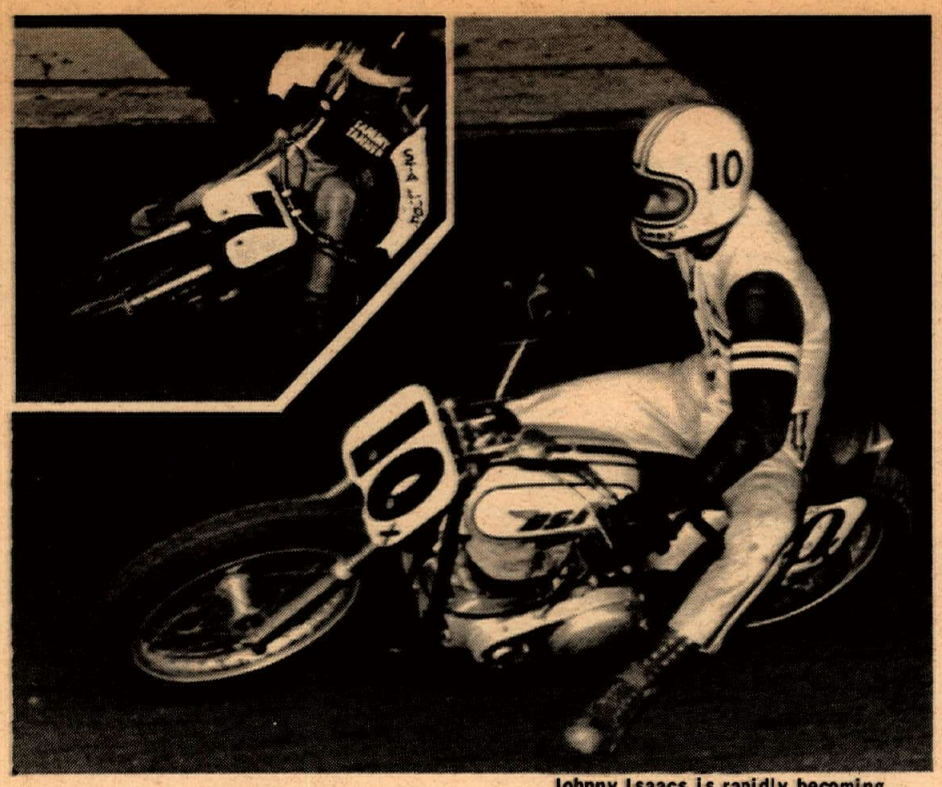
LEE STRICKLAND
Idyllwild, Calif.

EQUALITY – JUSTICE

Glad to see you folks devoting some space to the precarious subject of men vs. women and the flexibility of district rules. We frisky Libertines up here in the North would love to shut off some of the burly guys who claim to be such avid sportsmen.

SANDY ROBERTSON
Grass Valley

ASCOT UPSET



Johnny Isaacs is rapidly becoming one of the best Friday night sliders in the business.

Jim Berry and Cycle News' own Jim Nicholson engaged in fierce combat during the Semi-Main.

JONES SCORES ASCOT UPSET

It took two years and seven races but Chuck Jones, the All-American Boy from Arcadia, did it to all Ascot Experts last Friday night.

The former college sprint star sprinted to a heat race, Trophy Dash and Main Event win in the Expert class. It was his first Main Event win ever — his first sweep of the white plates, ever!!

Two weeks ago Chargin' Chuck won the Trophy Dash for the first time as an Expert and liked it. Last Friday he and point leader Mel Lacher ran the closest race of the year in the heat event, with both riders crossing the line with handlebars locked together! Jones had a larger front tire and won the race by the well known tread.

Trophy Dash

The latest BSA flash then went to the line for the dash against Lacher, Dan Haaby and Ralph White. He came from behind twice to win that one out of the last turn over Lacher.

Then came the big one and best Main Event of the weekly Friday night season, the 15 lap Expert final. It was Lacher in front with Jones right behind the first five laps. Then Jones took over to lead laps six and seven.

Back came Lacher to edge in front on laps eight and nine, the two riders were just inches apart.

Jones shot back to the front spot on lap ten and started to stretch inches into feet and that's the way they finished with Jones, after over two-year learning period, the first rider across the line on his Jack O'Brien-tuned BSA.

Tanner Back

Sammy Tanner returned to action and led his heat race to the final few yards before Shorty Seabourne grabbed a handful of throttle and inched by for the upset win.

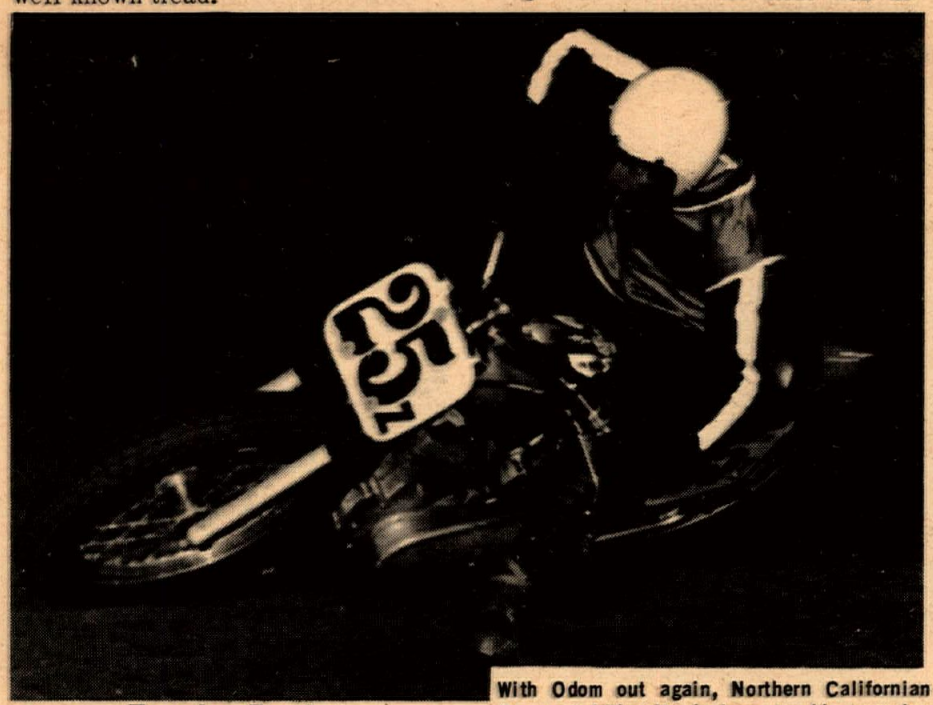
Sammy came back in the Final but pulled into the pits early in the race. He stated afterwards that his hand injury from Tulare was still bothering him but expects to be more than ready to go this Friday.

It was heartbreaker for the second straight week for Amateur Jimmy Odom. The flashy kid from Fremont again ran away with his heat race with a time that far exceeded the other three Amateur heats.

Odom Out Again

Then to the starting line for the Final and for the second straight week the machine was wheeled back to the pits with mechanical troubles. Some say it was the carb, others say the oil pump went out. Either way, Odom made the long drive home to the North with an empty wallet.

Fellow northern Amateur, Roger Goldthwaite then picked up the challenge and scored his first win at Ascot aboard a Royal Enfield, beating point leader Jan Crawford by a safe margin.



With Odom out again, Northern Californian Roger Goldthwaite had no trouble carrying the Enfield banner to victory.

Novices

A rival for excitement and close racing to the Experts came in the Novice final. Dave Smith, the point leader, scored his third Main Event win of the year but had the race been one lap longer things might have been different.

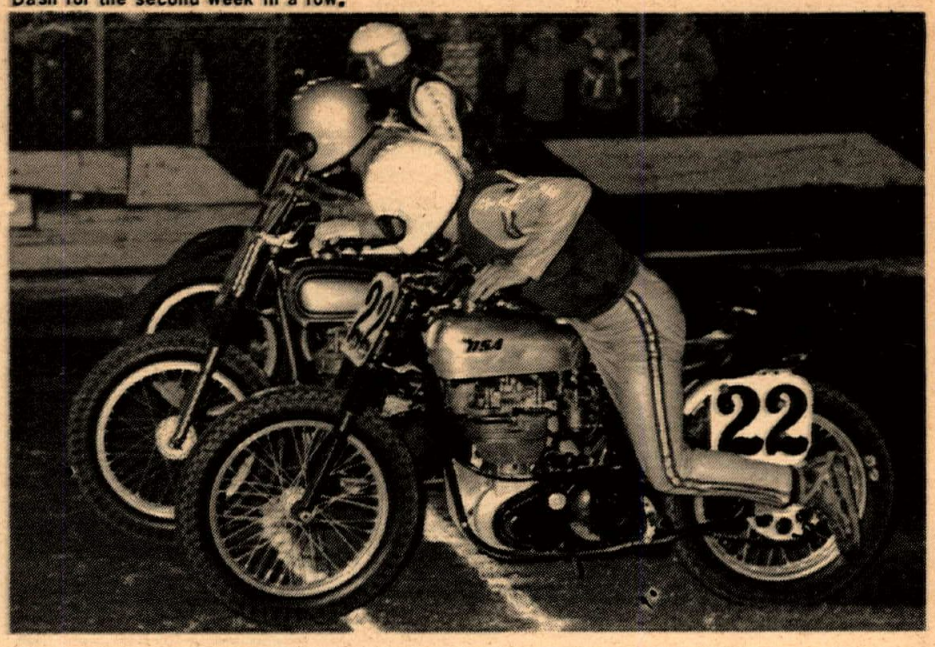
Two time winner, Rick Ellisarranas, got off the line poorly and was dead last the first half lap.

Then the rider that makes short work with the longest name in racing started to pick off riders one and two at a time. Finally, he moved to third and had a three lap duel with Steve Pederson before he moved to second. With less than two laps to go he set sail and closed on Smith.

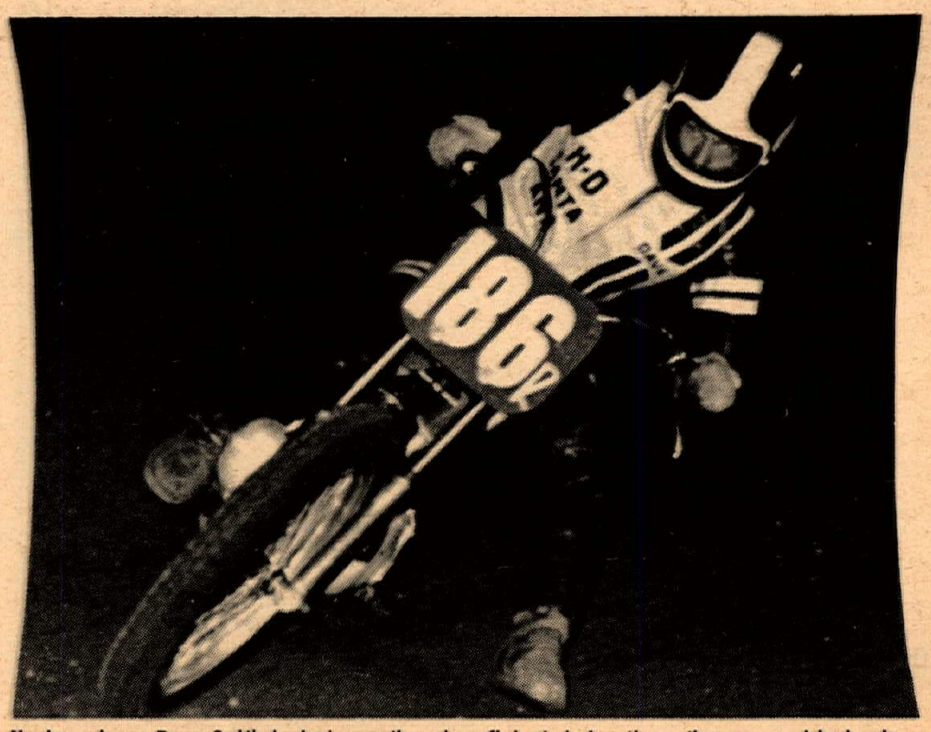
At the finish the riders were end for end with Rick still closing on Smith. Dave was racing his Santa Ana H-D special which again posted the fastest heat race time for the new riders in the Novice division.

(Results on page 16)

Ecstatic Jones is flanked by trophy girl and J.C. Agajanian. The BSA flash took the Trophy Dash for the second week in a row.



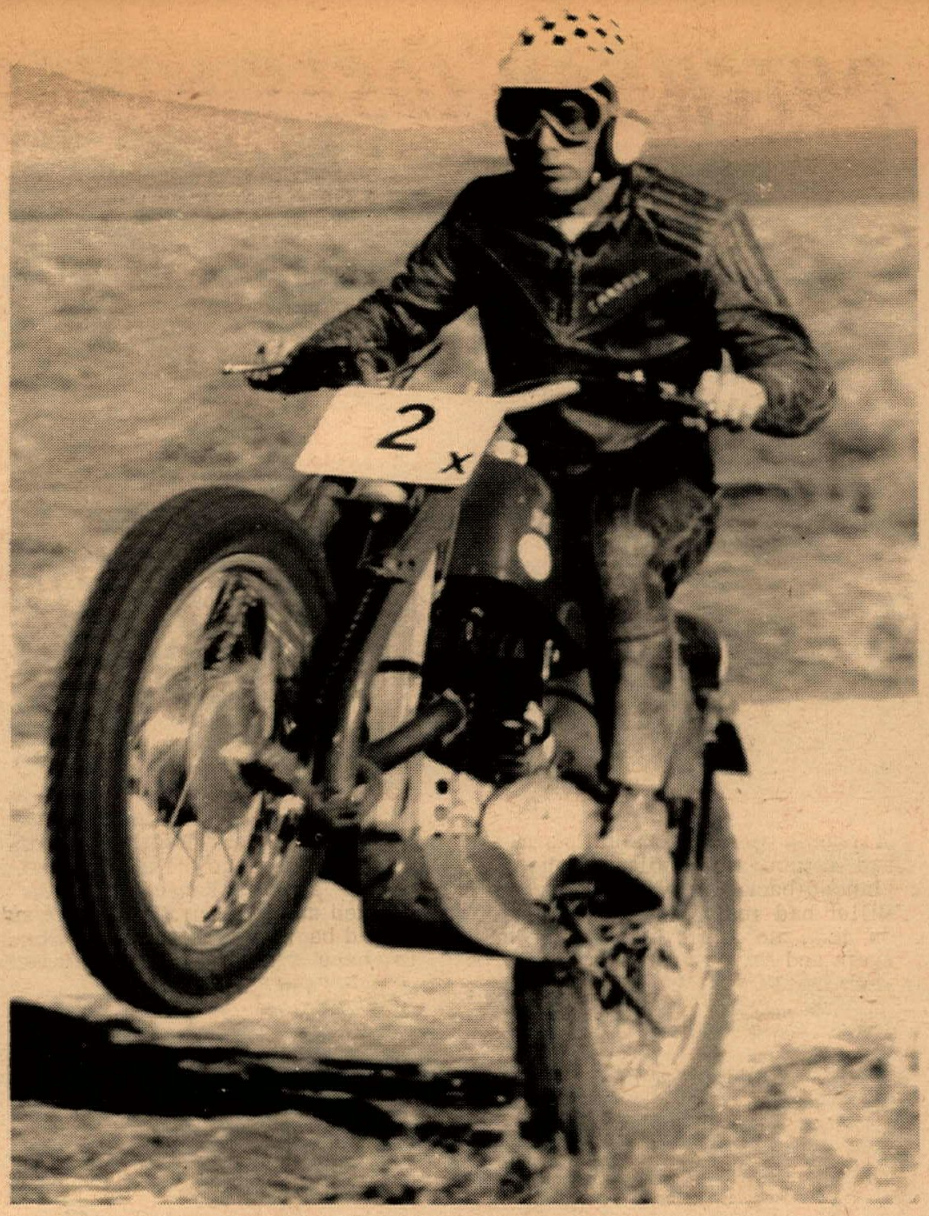
Trophy Dashers spin off the line during last Ascot outing.



Novice winner Dave Smith looked smooth and proficient during the entire race and had only a little bit of trouble in keeping Rick Ellisarranas in his (2nd) place.

HI VISTA EUROPEAN SCRAMBLES

Dick Dean clears a clump of desert shrubbery with both wheels off the ground.



Bob Belt rode his Greeves to four wins in a row and led every lap of the five-lap diase.

Photos & Story by Dick Wright

Roberts, Belt (Husky) (Greeves) and Morgan (Hodaka) dominate the winners circle in the desert, as they consistently win their classes.

To start the day off last Sunday at 8:00 a.m., the combined Amateur-Expert trail bikes were flagged off for the start of their one hour race. At the first small hill, it was Dave Ekins on a Zundapp, then Dick Wright on a Hodaka, and Tom Ruddy on a Van-Tech. Ruddy passed Wright on a rocky hill about one mile out.

Jack Morgan on his Hodaka got a slow start and began to make his move by also passing Wright. Then, he picked off Tom Ruddy and was able to pass Ekins half-way through the first lap. He led the race the rest of the way to the finish line and added another victory to his long list of desert wins.

There were two courses both of the rough rolling hill type, with open sand trails, a little hard pack trails on up and down wash out hill sides, (good for wheelies) and a few rocky, sand hills for the spectators.

Novice Trailers

The Novice trail bikes were able to have their own race on the other course for the first time. Thomas Hoyle grabbed the lead and held onto it to take the win. There was quite a duel for second as James Jacklett and Mitchell Miller changed places many times. Jacklett was able to win out and pulled in for second. Miller took third spot.

Big Little Bikes

The 250 Novices were the next on the line. Earl Roseler took the lead and held it to the finish line with Bob Kulek second.

The 250 Amateurs were next. Stanley Phillips, on a Greeves, made it two wins in a row by taking the lead and holding it all the way to the finish line. This rider is really a comer. George Green was second with Pat McGuire third.

Bob Belt, on a Greeves, rode another clean, consistent race in the 250 Expert go. At the start, you could see Belt's blue and yellow jumper and the orange jumper of Charles Gates move away from the pack. Then, about 400 yards out, Belt started to pull away from Gates. He led the entire five laps to again take the win and make it four in a row. Charles Gates was second and Gary Cole was third.

All this time the combined Open and 500 classes were going at it on the course across the dirt road. Both courses were close enough so that you could see both races by just walking a hundred yards.

Mystery Winner

There was a large turnout of Novice big bore riders and a lot of riders got lapped. We were unable to keep track of this race, but a rider from up north, #P22 won it and left so soon we couldn't get his name.

The Amateurs were up next and Bruce Lewellyn, on a Triumph, set a very fast pace and showed real "feet up style" to out-ride the rest of the pack and pull in for the first place spot. Ron Sloan and Steve Hill, both on Triumphs, worked their way up to second and third, respectively.

The combined Open and 500 Experts were on the line next, so I positioned myself 200 yards up the course at a road crossing. At the drop of the banner I heard the big roar and, ahead of the dust, going flat out in fourth gear, was Lon Peterson on a Triumph. He was going so fast, he cleared the entire road crossing. J.N. Roberts on his Husky, tuned by Tracy's in Burbank, came by next. The second time around, it was Roberts making like a road racer, laying down with the throttle turned full on. This was because Peterson was right behind him pushing hard. But Lon made a big jump and hit a bush that pulled one of the plug wires clean off the bike and that was the end of Lon's threat.

As the race progressed, Roberts built up a bigger lead. A fantastic rider, he is able to go fast all the time, standing up on the pegs, showing that he is really in good condition.

Conrad Debuts Greeves

Larry Bergquist, on a BSA held second spot until the last lap when Jack Byers, on a Triumph, was able to get by him and take over second spot. Dick Dean, on a Triumph, had gotten a bad start and had to work his way up from eighth spot on the first lap to fourth on the final lap. Gary Conrad showed up with one of the new 360 Greeves', killed the engine on the start, and got off ten seconds after everyone else. Conrad was able to work his way up to seventh spot and will probably be a threat in the future. The final results are Roberts first, (to continue an unheard of win record), Jack Byers, second; Larry Bergquist, third; and Dick Dean fourth.

The Southern California M.C. was a big help in having most of the results prepared so I could meet a dead-line. Also, I would like to thank Eddie Peterson for her help in compiling the results.

(Results on page 16)

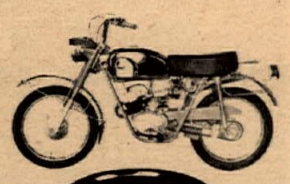
LATEST RESULTS PROVE IT..

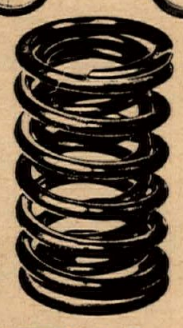
A FEW HODAKA WEEKEND WINS

PONDEROSA SCRAMBLES
June 4, 1967
Trail Class
1st. Pl. W. Anderson Hod.

DEADMAN'S POINT EUROPEAN SCRAMBLES
June 4,1967
1st. Pl. Jack Morgan Hod.

SOUTHERN CALIF. M/C EUROPEAN SCRAMBLES
June 21, 1967
Trail Bike Am. Ex.
1st. Pl. Jack Morgan Hod.





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DUTCHMAN LOSES WINGS AT SAN GABRIEL

by Maureen Lee

The monthly TT at San Gabriel was an upset Saturday night. Skip Van Leeuwen, who has been winning lately, became entangled with Dave Palmer (Norton) and went down, leaving Palmer to the win.

Eddie Mulder led the first lap until Van Leeuwen passed him, and Palmer with stops pulled, moved into second. Skip, who was having handlebar troubles was caught by Palmer in the back section. With the Triumph on the inside, and the Norton on the outside, they went hard into the turn. That was all she wrote for the Flying Dutchman who lost his wings and crashed hard. He managed to remount though, and finish the race. Eddie Mulder took second and Dusty Coppage third.

Mulder Hot

Trophy Dash winner was Eddie Mulder who grabbed off the lead at the beginning and held it all the way.

High point Amateur Larry Wilburn (Triumph) won the Amateur Main. He had a nice lead built up when he glanced back and realized that Ron Miller had really been creeping up on him, so Larry gassed it hard again and moved away from the hard-charging Miller. Mike Lithicum and Jan Crawford provided the most action, swapping places back and forth. On the yellow lap something hung up momentarily in Lithicum's transmission and Phil Todd, who was right behind him shot into the fourth place. Then just before the checkered, Todd was repassed by Lithicum in exactly the same place, right between the two jumps, and lost his fourth place by a whisker.

Ferro Pleases Crowd

Montesa-mounted Chuck Baker was the Novice here, although challenged early by John Riggen (Bultaco) and Dave Smith (Harley-Davidson). On the last lap Smith put the pressure on Riggen for the second place spot but just couldn't quite make it. Early on in the Main, Bob Ferro brought murmurs from the crowd when he had to go off the course onto the asphalt section to miss a downed man. He circled around and sailed back over the three foot back in a beautiful jump and then set back off through the pack to an eventual fifth Over-all.

(Results on page 16)

Photos by Dennis Greene

Back in the winner's circle after an extended period of absence is Eddie Mulder, who won the Trophy Dash and took second in the Main.

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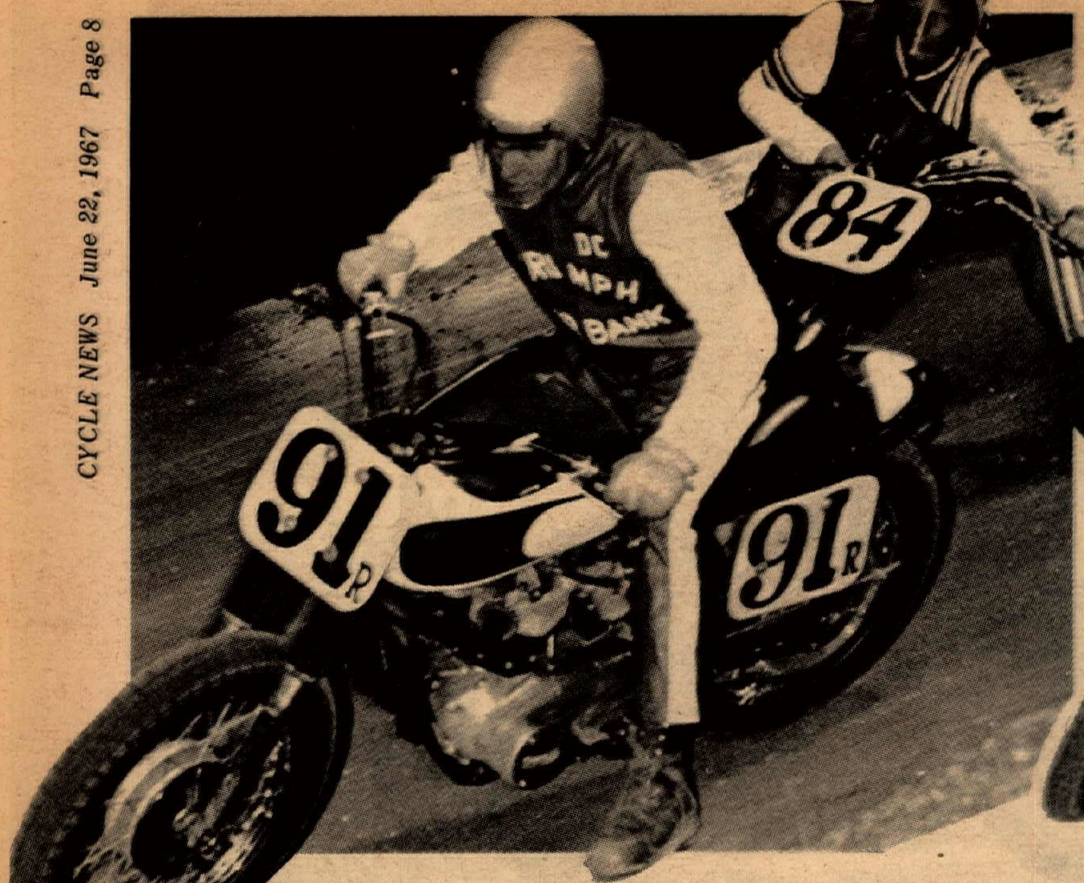
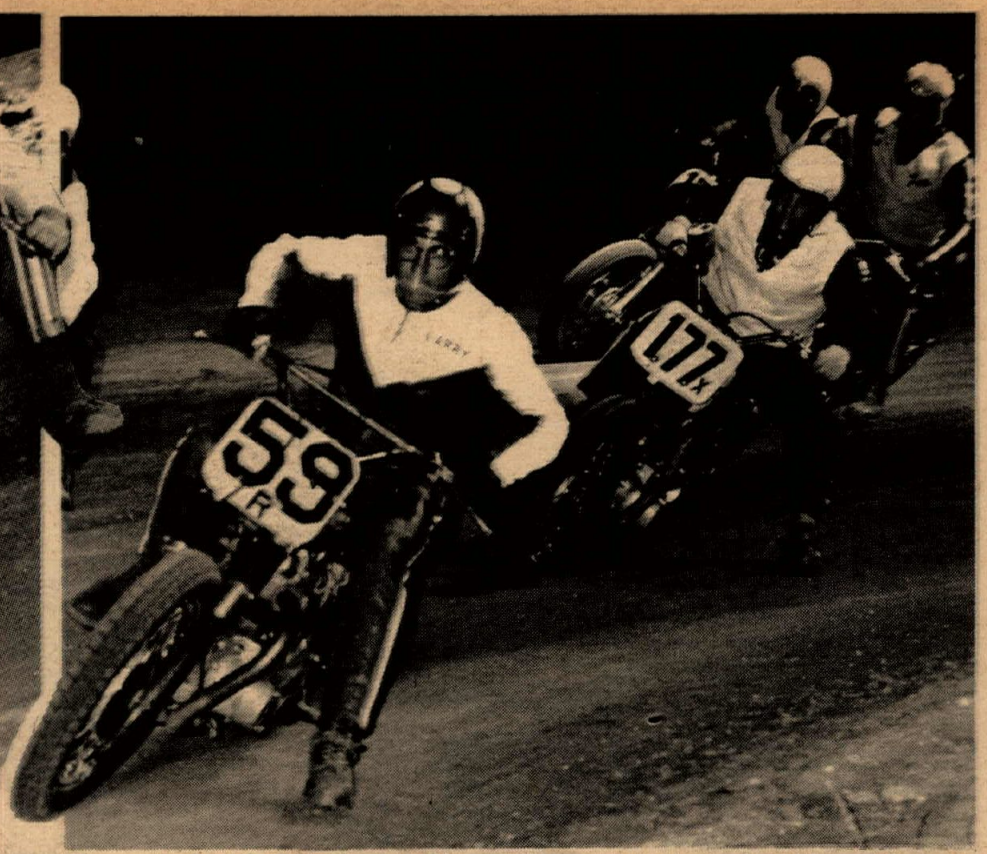
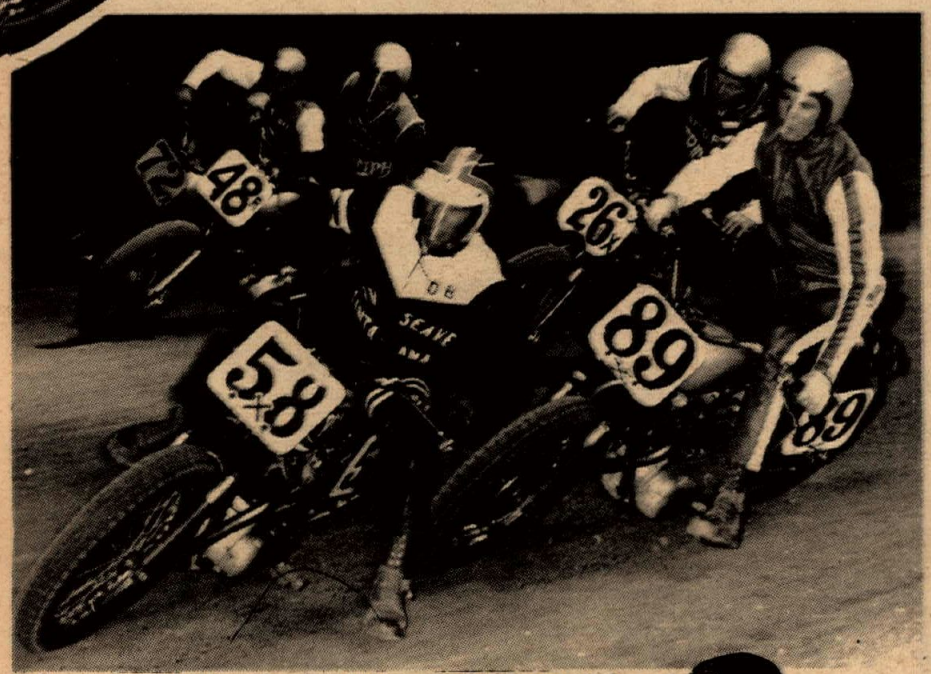


Eddie Wirth broadsides in all-out effort to keep up with Dusty Coppage.

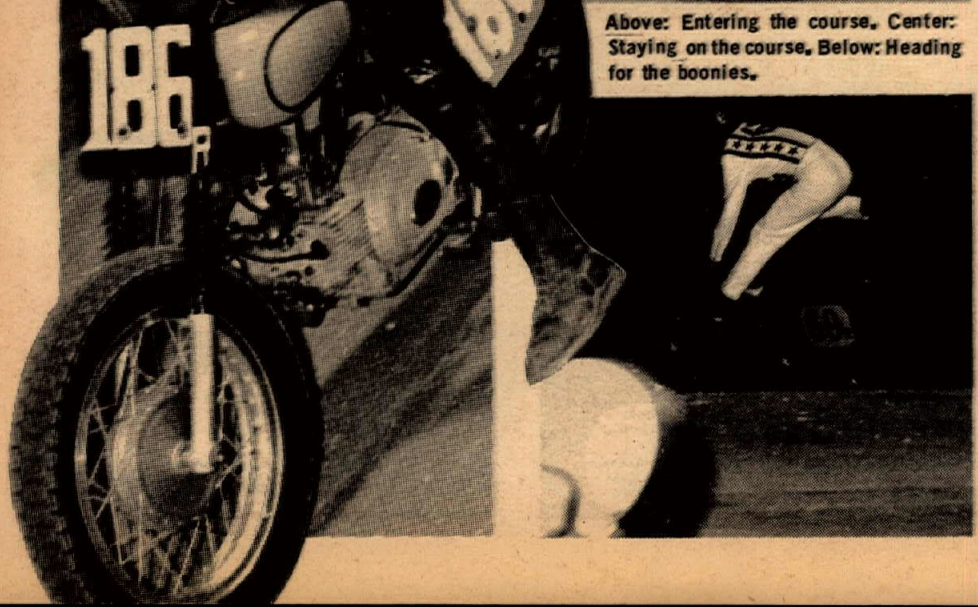


The man in front is Triumph-mounted Larry Wilburn, a just about unbeatable quantity in the Amateur ranks.



Dallas Baker finds himself surrounded by a herd of Experts trying out a variety of different lines in an attempt to get by.

Dave Palmer, riding high on the Norton that helped him upset the Flying Dutchman's winning streak.



Above: Entering the course. Center: Staying on the course. Below: Heading for the boonies.

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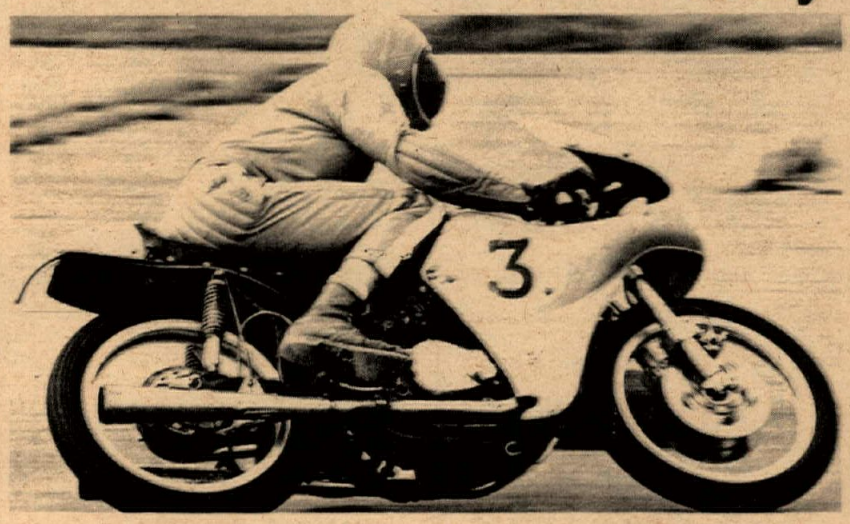

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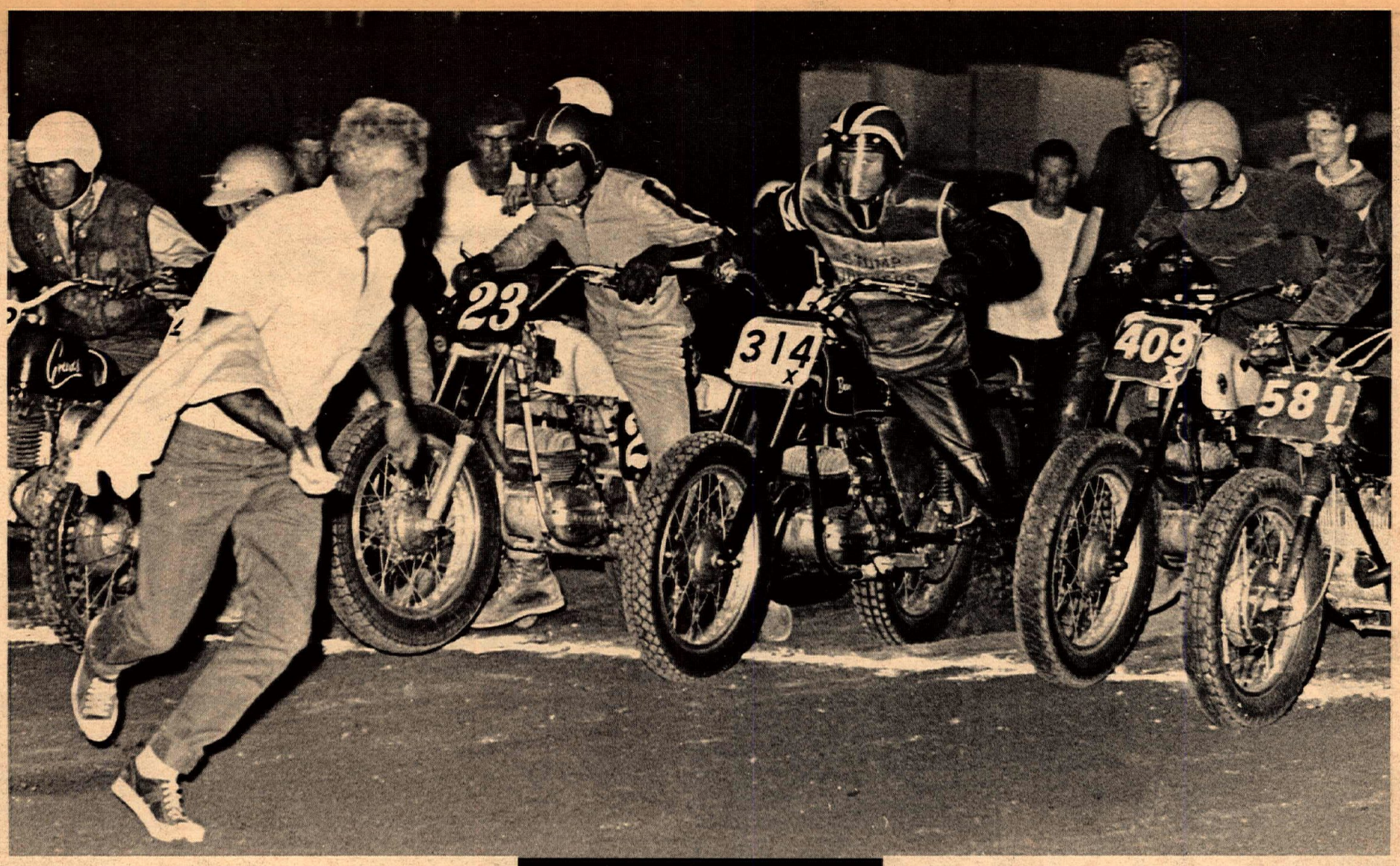


TOM PASCHAL IS JUST ABOUT THE BRAVEST MAN AT

ELSINORE

BUT HE ALWAYS MANAGES TO GET OUT OF THE WAY.

100cc class rider crosses up and sprays dirt just like an Ascot Expert.

by Don Wallen

Another night scrambles came off very well in mild weather, with the 100 or so riders being treated to a new track surface which seems to improve with use.

200-250 Expert

One of the more interesting classes at Elsinore brings out the competitive spirit of everyone involved. Names like "Pursang, Husky, Matador, Challenger, Sprint, and Scorpion," representing their various makes are some of the ingredients which give this battle its color. In the first Moto, J. Kato made a good start ahead of Chuck Hatcher and was holding the lead well when he threw it away directly after the sweeper, leaving Hatcher to go on to win. J. Kopp came in second with J. Erickson getting third.

In the second Moto, we saw hard-riding J. Kopp on the loud Greeves again do the hole shot on Hatcher and the rest of the gang. The last Moto was won by Hatcher with Kopp second, and J. Erickson third.

In the 250 Novice ranks, L. Taylor rode hard for his win in this class with B. Williams winning second.

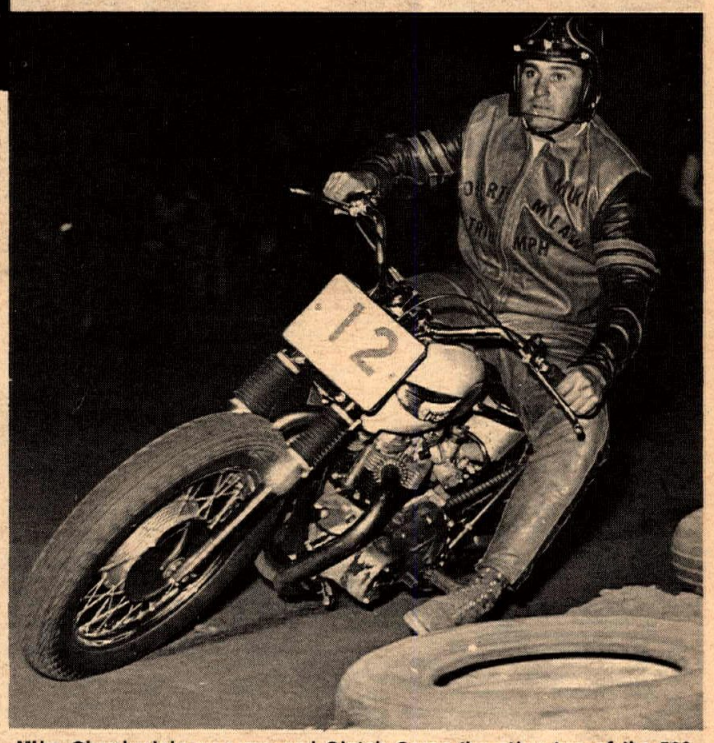
500-Open Expert

This bash was also one of the more interesting with a real ding-dong battle between M. Chamberlain on a Triumph and C. Cargo on a 441 BSA. Chamberlain seemed to be getting the hole shot in most of the Motos with C. Cargo taking over shortly thereafter. The exception was in one Moto when Chamberlain made a last ditch effort coming over the jump to catch up with Cargo and caught him at the line. The third Moto was also won by Cargo with Prettyman on a Triumph getting second and M. Chamberlain in third.

Sweeps

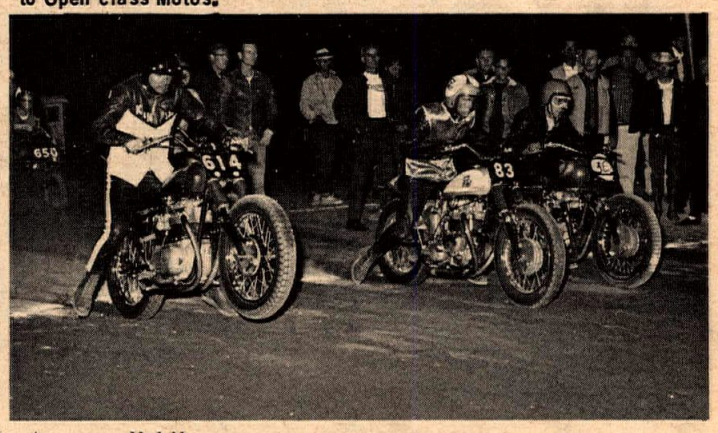
The lineup of the Sweeps is the last event of the evening and an exciting one it is. Tom Warren, on a 100 Lobito, who had been winning the 100 class by a train length all night was given the 50 yard head start with S. Jones. There was one false start when the two small bikes were held back too long for the start. On the real start, Tom Warren held the lead away from riders like Cargo and Hatcher. It looked as if Warren was going to make it but the time ran out as Cargo nipped by in time for the win. Hard rider C. Hatcher caught up to second putting Warren back to third.

(Results on page 16)



Mike Chamberlain won one and Clutch Cargo the other two of the 500 to Open class Motos.

Las Vegan Chuck Hatcher might as well stop coming to Elsinore on the weekends. He always wins, and usually by a considerable margin.



Open class three-some breaks traction off the line. From left to right: John Bailey, Tom Carroll and Jim Swanson.

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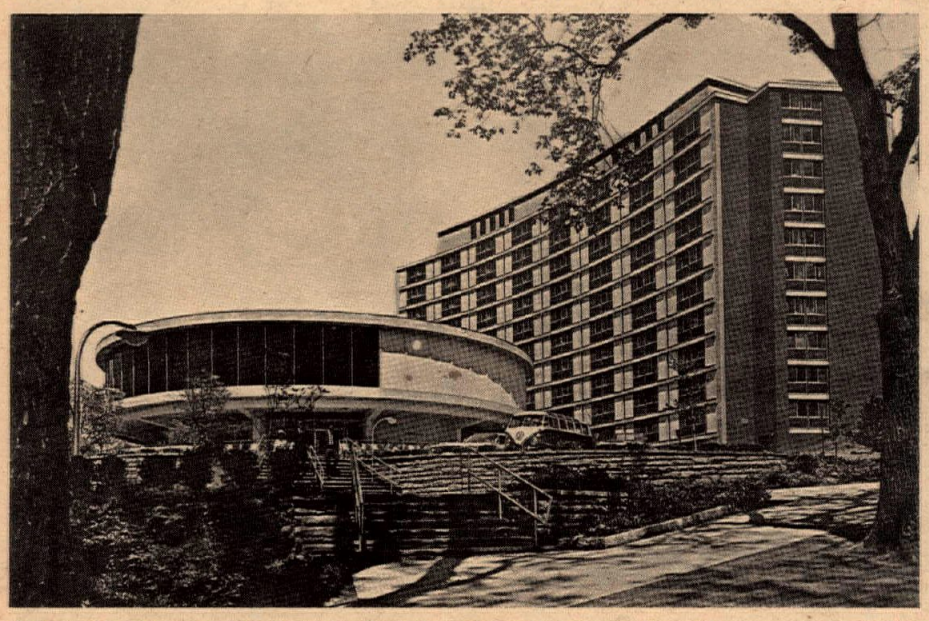
MOTORCYCLING AT AN EASTERN UNIVERSITY

by Carol Sims

While visiting my mother at Syracuse University in Syracuse, New York (she is Resident Advisor of a dormitory that houses 76 freshman coeds) I became immediately aware of a large on-campus motorcycle population. Bikes, big and small, were everywhere.

Curious to find out more about the advantages and/or problems faced by motorcycle-minded college students in the Eastern U.S., I spoke at some length with a personable young member of the Syracuse two-wheeled fraternity named Roger Pierson.



Motorcycles ease traffic and parking problems on vast Syracuse University campus in upstate New York. There are 74 buildings in all.

Rapid Progress

A major in Forestry who begins his senior year next September, Roger started riding two years ago. His first mount, A Vespa scooter, was soon exchanged for a 150cc Moto Morini, which in turn was replaced by a 250cc H-D Sprint. He is now the proud possessor of an immaculate black and white Harley-Davidson Sportster that he describes with a grin as "great."

Two of Pierson's fraternity brothers also own motorcycles — one a 650cc BSA and one a 650cc Triumph. The inevitable Harley-Triumph-BSA harangues are toned down somewhat by the fact that all three ride big bikes, as compared to the smaller machines they rather disdainfully refer to as "popcorn poppers."

The picturesque Syracuse campus, which sprawls over hundreds of hilly acres, has a student population of about 16,000...and the usual parking problems. Although it is impossible to ascertain the total number of motorcycles in use (registration is required by school authorities, but overlooked by many students), Pierson estimates the amount has doubled in the past year.

One reason for reluctance to register bikes may be the ruling that only one vehicle may be operated by each student, and, during the winter months, motorcycling comes to a snowbound standstill.

Helmet Hassle

Speaking of rules, helmets are now mandatory for all motorcycle riders in New York State, and for their passengers as well. Considerable controversy arose over the law (passed only four days before it went into effect on January 1), primarily because no standards for helmet testing had yet been decided.

Theoretically, all motorcycle riders, including policemen, were breaking the law until basic requirements could be hastily defined. So far, only Bell helmets have been approved.

Roger Pierson thinks the helmet law is a good one, from a safety standpoint, but says it's difficult to talk a girl into buying a helmet "just for one date." And then there's the hairdo problem. But, all things considered, Pierson feels that owning a motorcycle has helped his social life on campus.

Other suggested legal measures that (fortunately) have not been passed include installation of governors on machines, mandatory crashbars and seat belts. (!)

Requirements for motorcycle travel on high-speed New York thruways are determined not by horsepower rating, as in California, but by wheel size — minimum 18"x3".

Handlebars are usually somewhat higher than those now popular on the West Coast, but they too are subject to limitation. They may measure no more than 15 inches above the level of the seat.

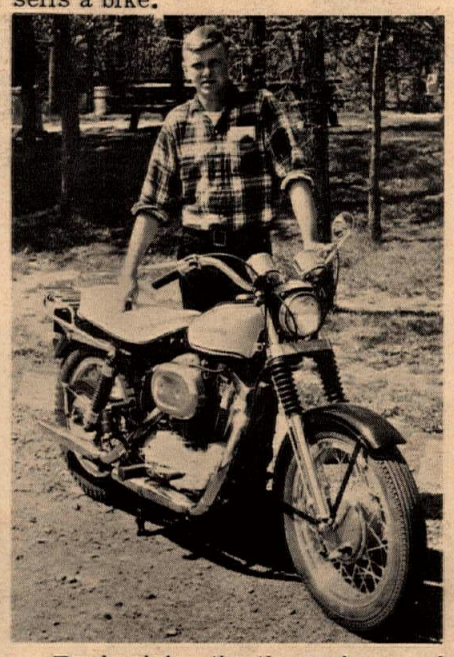
Special Tests

Another recently passed New York state law requires that motorcyclists must take a special observed test before receiving their riding licenses, or must show proof of two year's experience (receipts for two license plates). In any case, a regular driver's license is not enough.

The test is a simple one, however. The cyclist is instructed to start and stop, then to make right and lefthand figure-eight turns. If he accomplishes this without falling off, he's got his license.

Helpful Dealer

In the case of Roger Pierson, his dealer first taught him to ride. The dealer, John Flummerfelt, a 26-year-old former automobile drag racer from Roger's home town of Auburn, New York, is very conscientious about instructing everyone to whom he sells a bike.



Emphasizing the thoroughness of Flummerfelt's teaching skill is the fact that pupil Pierson has never been involved in an accident of any kind.

Earlier this year, Roger and his BSA-riding buddy were participants in a movie, "The Rise and Popularity of Motorcycles," prepared as a course project by a University photography student. Representing the "serious" cyclists, they were filmed riding along in helmets, boots, leather jackets and other appropriate attire.

By contrast, the "careless" rider, mounted on a 50cc machine, was pictured without a helmet, clad in shorts, and endangering not only himself but an equally unprotected female companion. The film was successfully received, and taped for later presentation on an educational television network.

There are currently half-a-dozen coeds (properly helmeted) riding solo on the Syracuse campus, including a beauty recently voted "Miss Rochester." Though one girl is the skillful mistress of a 650cc BSA, most of them are content with small Hondas and Yamahas.

Less Noise, Please

Pet peeve of the more experienced riders such as Roger and his fraternity brothers is the street-racer type of fellow who incurs the wrath of all the neighbors by running straight pipes. "I guess if they make more noise they think they're going faster," says Pierson.

Although Roger must devote a great deal of time to his studies (the Forestry curriculum includes studies of biological sciences, wood products engineering, pulp and paper technology, resources management and landscape architecture) he is remarkably well informed on the overall motorcycle scene and looks forward to traveling the mid-Atlantic states this summer on his Sportster. His ultimate goal, professionally, is to go into the manufacture of veneer and plywood.

Roger enjoys races, attends local scrambles and hillclimbs, and last year traveled to the road races at Laconia. Campus sports in which he participates include basketball (he's 6'3") and fencing.

He also admitted being involved in the spectacular student water fights that received widespread publicity recently. "Just a way of letting off steam before final exams," says Pierson. "But," he emphasizes, "I didn't approve of dumping water on motorcycles."

MARKEL SNATCHES LOUISVILLE

LOUISVILLE, June 11— Grand National Champ, Bart Markel, came up as the winner this afternoon at the first cycle race ever held at the plush Louisville Downs half-mile at Louisville, Ky.

It was Markel's 19th National win since 1960 and now places him only six away from the all-time record of 25 National wins held by Joe Leonard.

Bart finally got things going the way he likes it and posted the fastest time trial by a considerable margin over Mert Lawwill and Dick Mann.

Back came Bart in the heat race to win with ease. Mann and Fred Nix also won their heat races and the stage was set for the Main Event.

Nix In Lead

Nix jumped to an early lead with Markel closing fast. Markel was right on top of the Oklahoman and ready to take the lead when Freddie lost his skid shoe. The shoe came loose, hit the rear wheel and shot high into the air.

Chris Draayer then took up the challenge and closed to within five lengths towards the end of the 30-lap Final. Markel looked over his shoulder, tucked in and stretched it out to win his first National of the season and climb into the top ten in the current National Standings for the first time.

Point leader Gary Nixon failed to make the Main Event. George Roeder was plagued with engine troubles in the Final and dropped out. Mert Lawwill picked up four points and moved into second in the current standings, behind Nixon. Roeder dropped to third.

Keen, Roeder Sidelined

Neil Keen joined Roeder on the sidelines and finished in last place and for the second straight week, without national points.

Northern Californian Earl Lout, was a runaway winner in the ten lap Amateur final. It was Lout's first big win.

The Louisville grandstands were packed with 10,000 paying fans and it was a Harley-Davidson sweep. It was also Milwaukee's first win on the National circuit with the record now standing at one win each for Triumph, BSA and H-D.

The first heat of Experts looked like a National in itself, due to the time worn tradition of placing riders in various heat races from the clock results rather than on known ability and past performance.

Big Guns Fail to Qualify

Cancelled out of the final for not placing inside the first four were: Nixon, Swede Savage, Babe DeMay and Darrel Dovel.

Phil Hawk, from Glendale, came from way back late in the consolation event to win the also-ran race.

Next on the national trail is the 100 mile road race at Loudon, N.H. on June 19th.

CYCLE NEWS will have a complete rundown on that one in the next issue. Buddy Elmore was the winner last year in the big bike event. It was not a National in '66 but is one this year.

Gary Nixon won the 250cc event in the mountains of New Hampshire a year ago and was the double winner at Daytona, the only National road race run to date in '67.

(Results on page 16)

AMA GRAND NATIONAL POINT STANDINGS AFTER THREE NATIONAL RACES:

1.	Gary Nixon	Tri	114
2.	Mert Lawwill	H-D	104
3.	George Roeder	H-D	101
4.	Buddy Elmore	Tri	91
5.	Dick Mann	BSA	72
6.	Cal Rayborn	H-D	67
7.	Wayne Cook	H-D	60
8.	Fred Nix	H-D	57
9.	Bart Markel	H-D	57
10.	Larry Palmgren	Tri	57
11.	Dick Hammer	Tri	56
12.	Gene Romero	Tri	52

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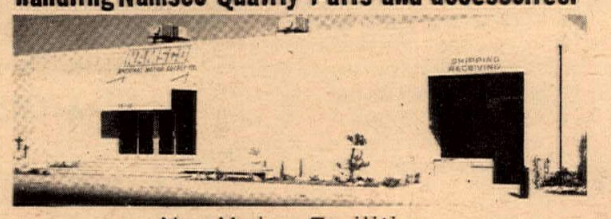

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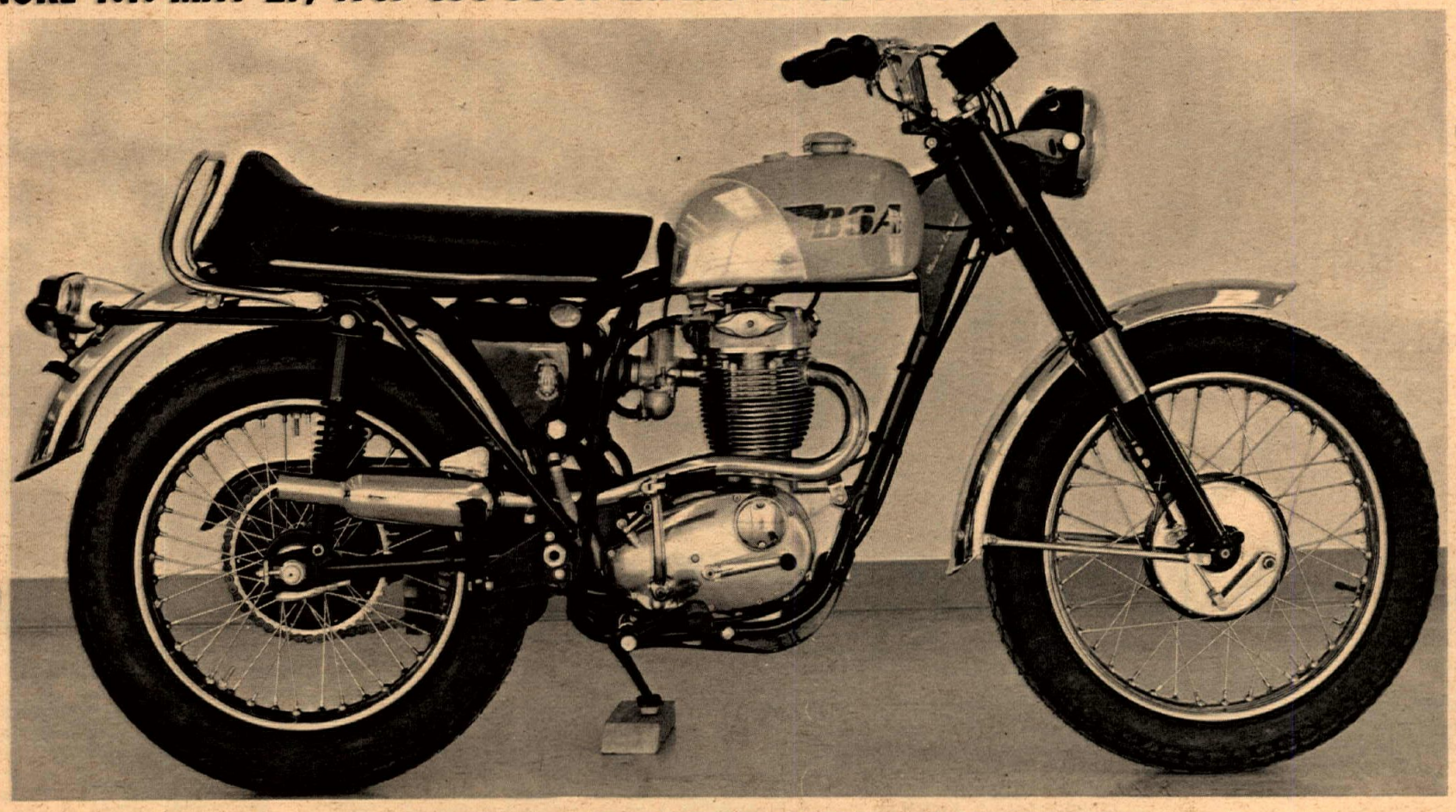

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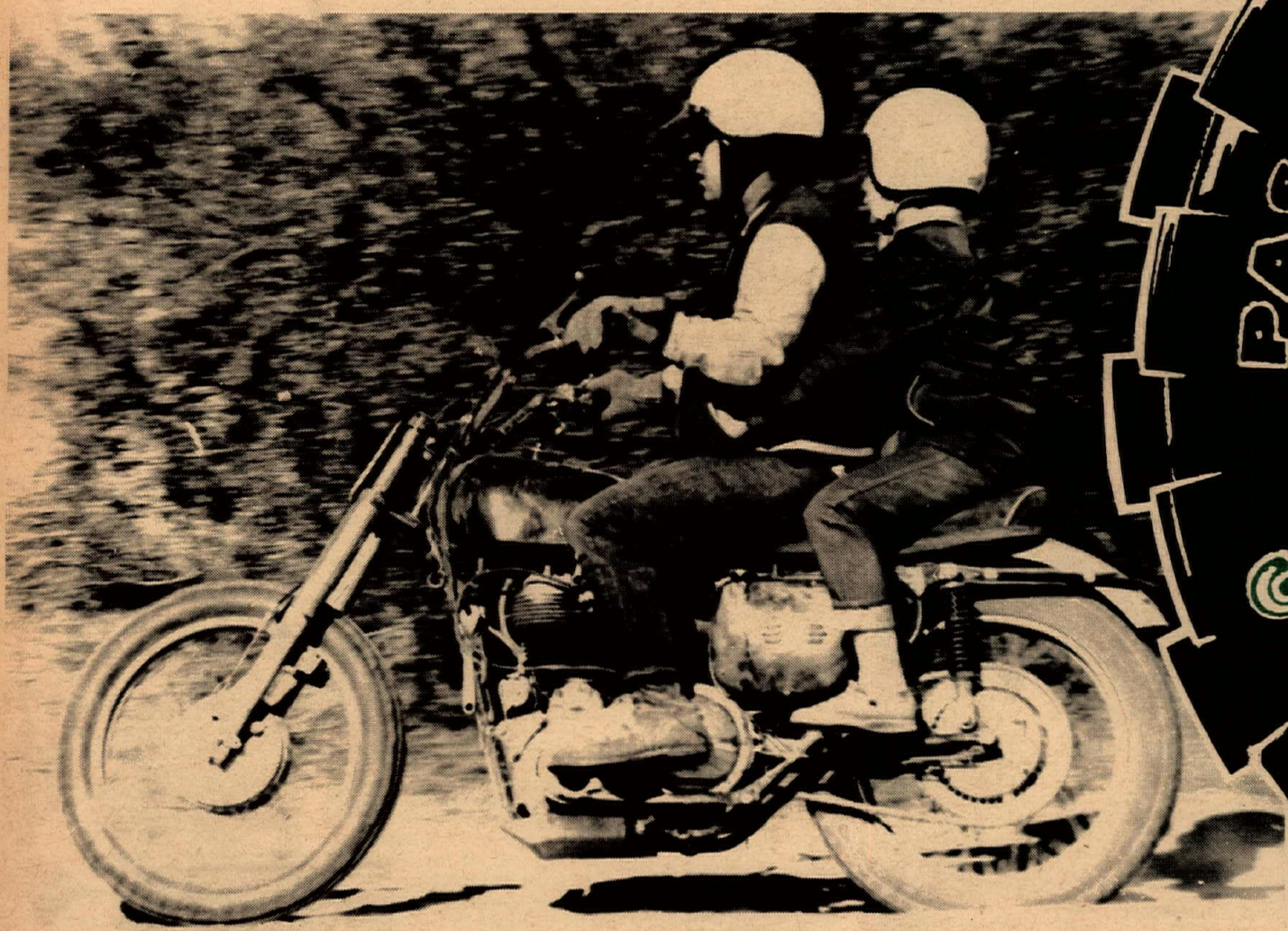


STEFFAN WINS GREENHORN

A cold morning greeted the 280 Greenhorn riders as they prepared for the start in Gorman. Competitors who spent the night here, awoke to find ice on their bike seats, and those who drove in on Saturday morning found it colder than they expected.

Greenhorn's 21st Birthday

At 6:01 a.m., the first four bikes pulled out, and the 21st Greenhorn Enduro was underway. In 21 years, they say, a boy becomes a man and it took a man to complete the Greenhorn's 21st birthday party. One rider who rode the last four said that this year's was so hard that it was no fun — just pure hard work, so he dropped out.

Jasper (Jap) Kleinjam brought his Triumph down from North Dakota for the event. When we talked with him at noon check Sunday, he said he felt it was much harder on the riders than the Jack Pine Enduro. A little scuttle going around was that Dave Ekins told Jap that this year was much harder than anything on the International Six Days Trial.

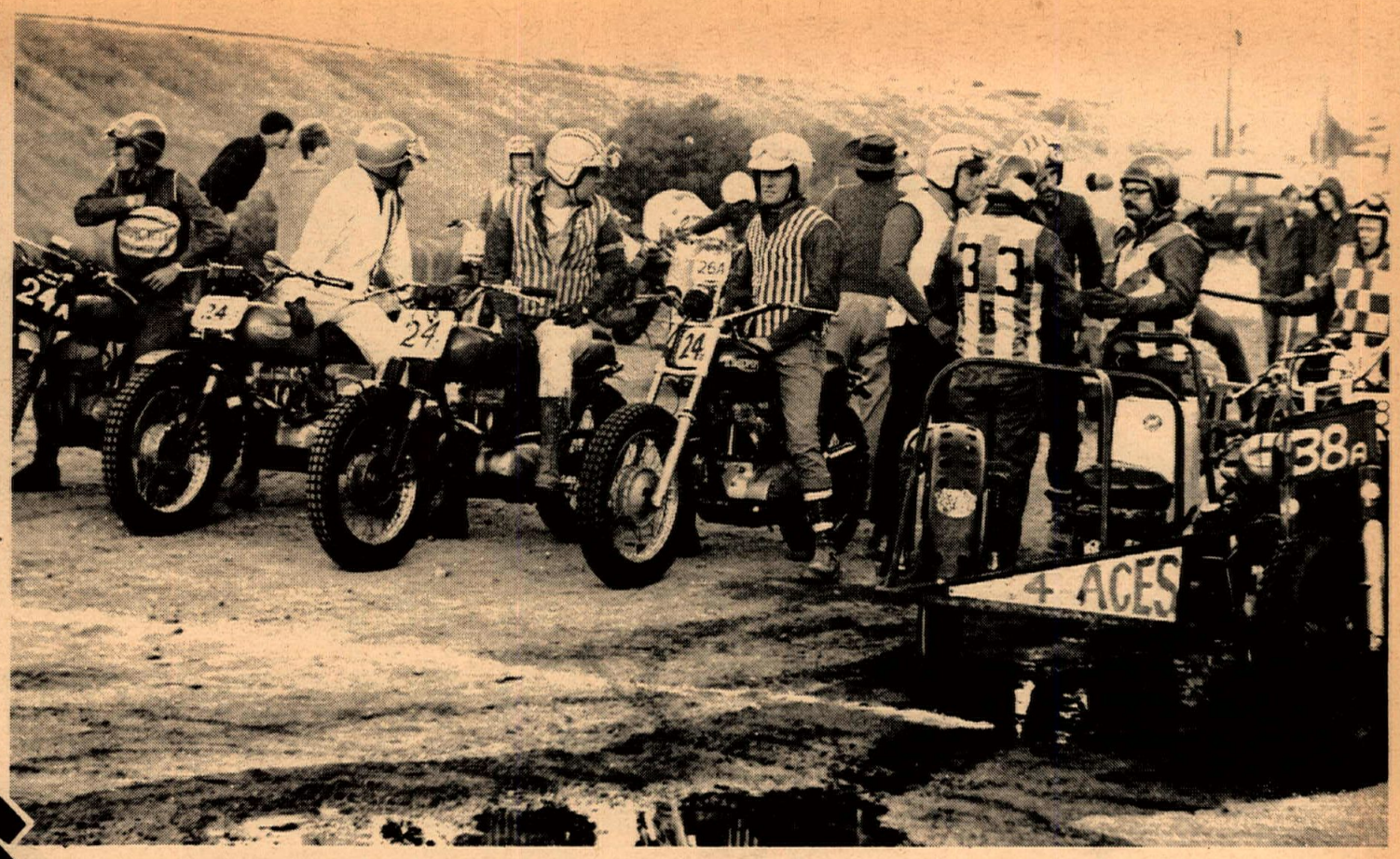
Desert Daisies Flex Muscles

Out of the 280 entries, there were six women riders and four sidecars. We were unable to spot any of the female riders on Sunday but one of the Desert Daisies seemed to be doing quite well on the first day. None of the sidecars were able to complete the first day, but George Wolfe, past winner of the 175-mile National, the Little Burr and two-time winner of the Jack Pine, lasted the longest and has a good chance of being the winner.

We wouldn't venture a guess as to the number trail bike entries, but there were quite a few. Of this large group, we only saw three finish, and of these, Dave Ekins on his Zundap just might be the man.

The course was very well marked, and the Pasadena M/C kept everything running smoothly at all times. Almost all the riders used big number plates, so identification was easier than in most enduros.

Photos & Story by John Shedd & James Brammer



ORCYCLE CLUB
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HORN ENDURO

Part I

The run left Gorman, headed south on Hwy. 138 and then dipped down to Three Points and headed north along the Old Ridge route to the mountains.

Leaving the mountains, it was dirt roads in to the gas stop at Willow Springs. After Willow, they went through Bean Canyon, then northeast past Mojave and parallel to the Los Angeles Aqueduct into noon check at Cinco.

After leaving noon check, it was back over the mountains and down that long sand down hill into Jawbone Canyon. It was really something to watch the sidecars come down this one. From here, they made a big loop to the northwest coming out at check point #4 at Hwy. 14 and the Randsburg Hwy. From here, it was over the El Paso Mountains and into Ridgecrest for the night.

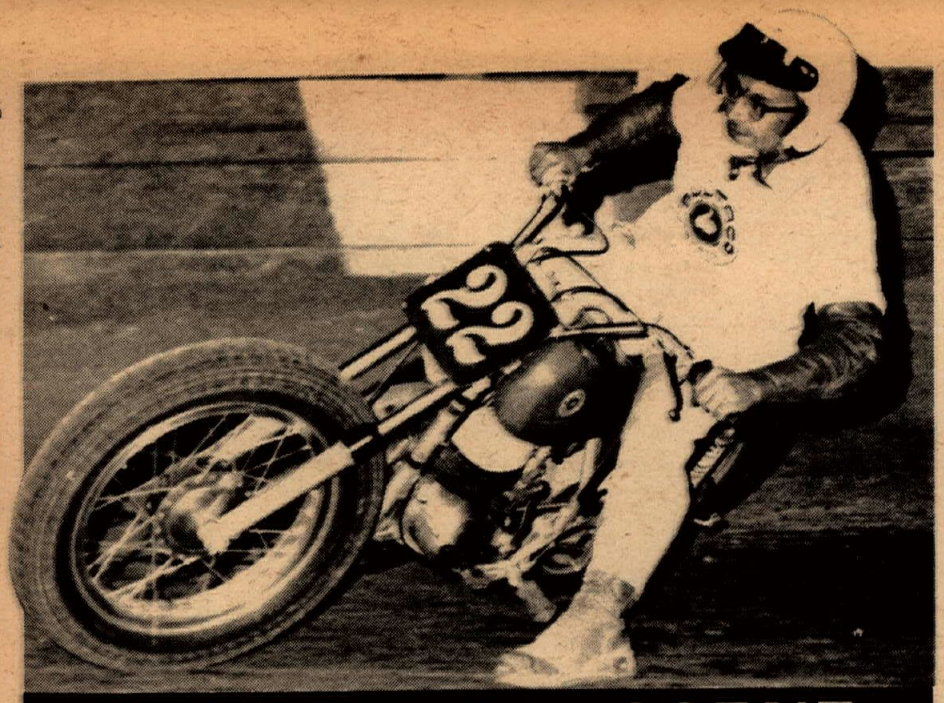
Part II

Sunday's route led south into the mountains and old mining country, then across Hwy. 395 looping down toward Randsburg. Picking up some nasty rocky trails, the trek was up, up, up to Government Peak and then down to Red Mountain for check #8. From Red Mountain to noon check at Cinco, the course led across Rand Mountains and then across Fremount Valley.

Sunday afternoon's course ran in the same general directions as Saturday morning's, but very little of it was the same. The riders followed Barren Ridge along the L.A. Aqueduct then dropped down to the desert floor across Hwy. 58 past Mojave. Willow Springs was the next check, and just before reaching it, there was another of those nice long down hills behind the Willow Springs race way.

The finish was a few miles short of Gorman at the intersection of Hwy. 138 and 260. It was a long hard haul and nothing but wide smiles for the riders who were able to finish.

(Results on page 16)



SHORTRACK SCENE

There's a war going on every Tuesday and Thursday night in So. Gate at Trojan Speedway when the Playboys MC put on their weekly AMA Sportsman short track and lightweight TT events.

The war is between Keith Mashburn and his Greeves and Lee Stumpenhaus and his Bultaco. The past two weeks, these two riders have raced both nights; Tuesday without brakes, Thursday with them, and every time the Main Event in the 250cc class has been fought right down to the finish line!!

These two have been the most evenly matched pair to race in Dist. 37 in many a year. A week ago Mashburn managed to win both nights by a whisker in the finals but Stumpenhaus has been ahead of Keith in the Sweepstakes Handicap Final that pits all class winners against each other.

Tuesday Night

Last Tuesday night, Stumpenhaus pulled off his best win to date and came from fifth on the final lap to win the Sweepstakes feature. Five riders from three different classes came out of the final turn for the flag in the best race of the season!

The 100cc class is the fastest growing class and has produced six different Main Event winners. Steve McMahan, Paul Wilde, Tom Rockwood, Don Dudek, Jim Raymond and Steve Bowman have all been first across the line for the trophy. Rockwood was the most recent winner, with Wilde leading the sweepstakes down to the final turn in the match race.

Thursday Night

It was, and is nearly the same story for the Thursday night TT's in the 100cc class between Gary Bailey, Jim Raymond and Stan Rogers. These three raced it out all the way in the Final last Thursday, with Rogers coming from third out of the final turn to win by inches. It was his first Main Event win of the season over Bailey and Raymond, who rank one-two in the current point standings.

The Class two division for 150-200cc machines on Tuesday night keep coming up with different winners. Last week it was Sal Acosta upsetting Glen Mounce and early season point leader, Tom Warren. It was also keeping pace with a new winner just about every week. Ascot high point Novice, Dave Smith, returned to action last Thursday and defeated Don Dudek and Danny Jones.

(Results on page 16)

SLIDIN' 'AT CYCLELAND ★★★

By Carolyn Richards

Several new faces showed up among the 28 racers in the 100cc class. For the first time since the season opened early in May, Novice Steven Goff of Oroville and his black Kawasaki weren't anywhere in the winners' circle.

There were seven-man heats and two semis needed to find the eight Main Eventers. After the eight-lap Main Harry Dring of Oakland, Amateur Moto Beta rider, received the first place hardware and a big kiss from trophy girl Marty Young of Chico.

Charles Biswell of Corning and Tom Bruckenstein of Orland, both Hodaka-mounted Novices, took second and third places, respectively.

Once again, Amateur Harold Toby of North Highlands on a Bultaco came in first. Another Bultaco rider, Gary Willis of Sacramento, was second, and Red Bluff's Dick Turner, Amateur Honda 160cc rider, was third.

When the dust settled after the 250cc go a visitor from Ventura, Bultaco riding Jay Carter, was in first place, followed closely by Ronnie Bolling of Willow Creek. Elton Law of Eureka, Honda mounted, took the checkered in third place.

A consolation race for 100cc riders not making the semi or the main resulted in an easy win for James Childress, Rancho Cordova's Amateur, who rides a Bridgestone.

Scratch Dashes

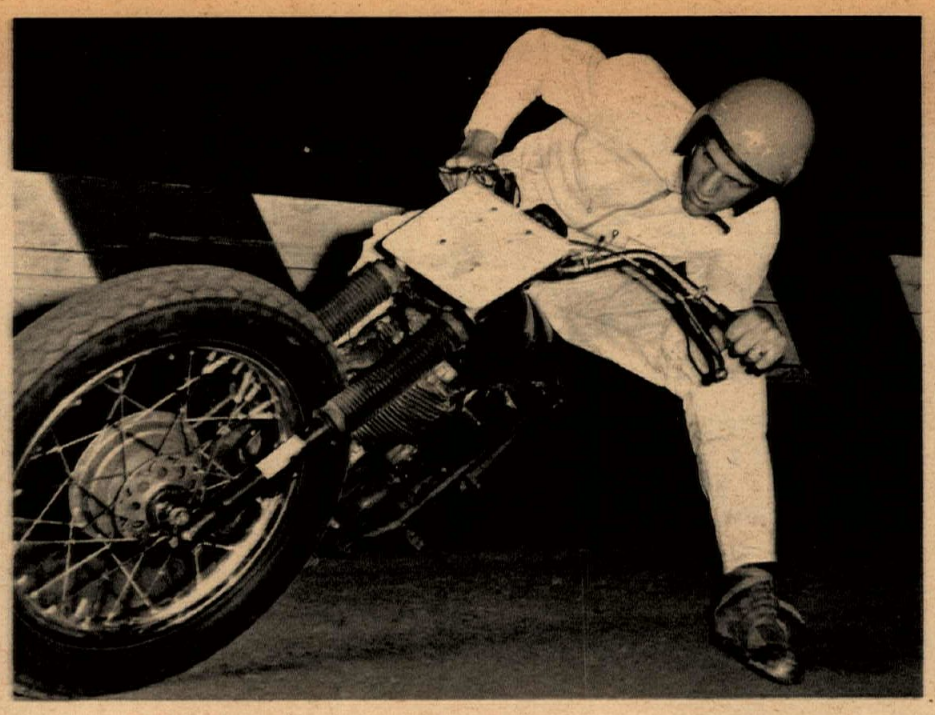
Scratch races in all three classes proved disastrous to more bikes and their riders.

Only two-men, Dring (who won) and Honda-mounted Joe Allen of Oroville, finished the five man five-lap go round in the 100s.

Goff, riding hard in second place, went over the high side in the last lap and had the wind knocked out of him. Even though the ambulance was called, he soon stood up and recovered enough to ride his bike off the track. Two other riders went down with Steven.

Toby took the brass for his 200cc scratch and Carl Cranke of Orangevale, aboard a Suzuki, won it in the 250cc class.

(Results on page 16)



ACA SHORT TRACK OPENS

Wednesday night saw the opening of the 1967 American Cycle Association's flat track season at Orange County Speedway. With an enthusiastic crowd and just as enthusiastic and eager a bunch of riders, the show got under way at 8:00 p.m.

Even though the 200cc class has been added this year, there were no entries, so the only three classes run were the 100cc, 250cc and 500cc single Class A machines on exhibition.

New Track Underway

A new one-quarter mile track is being built, but the guard rail has not been finished as yet. The 250cc and 500cc single machines will perform on this new track beginning in the middle of July. Until that time, all the machines are being run on the one-eighth mile course.

Woods Dominates

It looks as though Rick Woods, last year's champion, is out to repeat his performance again this year, winning the 250cc Trophy Dash and the 250cc Main Event. In hot pursuit, and a much improved rider, was Sal Acosta from Compton, Bultaco mounted. Right behind Sal came Eddie McGregor, from Laguna Beach, on a Harley-Davidson. The 100cc Main Event and Trophy Dash went to Gary Calkins from Lakewood on a Yamaha. Ron Taylor finished second in both the Trophy Dash and Main Event, giving Gary a real run for his money. Ron hails from Santa Ana and was also Yamaha mounted. Behind this two-some came last year's high point man in the 100cc class, Russ Robinson from Garden Grove, riding last year's single Yamaha.

Future TT Course

Flat tracking got off to a good start for the ACA at their first meet with a good crowd for opening night, and the riders are looking forward to a full and challenging season in 1967, especially with the innovation of the new quarter-mile track and the future building of a TT course at the Orange County Speedway. For all the fans who might be wondering where Orange County Speedway is located, you can reach the track by taking the Santa Ana Freeway to the Laguna Canyon off-ramp, turn left at the first street which is Valencia, proceed approximately two miles to the track. The classes which will be run this year are 100, 200, 250cc and 500cc single Class A machines. These are professional events, with the pit gates opening at 6:30 p.m., practice starting at 7:00 p.m. and the first event getting under way at 8:00 p.m.

(Results on Page 17)

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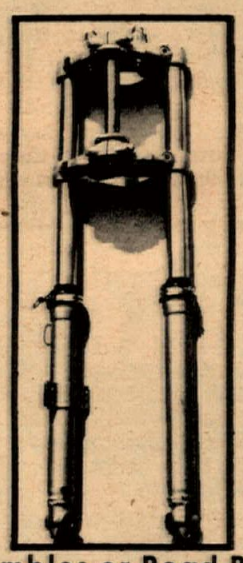

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BIG PUSH FROM MONTESA— Montesa Motors staff (right) extends farewell and wishes of success to six sales and service representatives who are going on tour all over the U.S. to service present Montesa dealers and sign up new ones. The program is all part of the Big Push from Montesa for 1967 to become the leading import house of European lightweight motorcycles. Doing the pushing in several parts of the country will be Larry Bessey, Hoppy Hopkins, Larry Johnson, Dick Steyr, Ed Abbott and Tom Gifford.

"TREK" STAR BIKER

Bill Shatner, Capt. James Kirk of the popular NBC-TV series "Star Trek," leads an exciting life off camera as well as on. The Canadian born actor finds motorcycle riding, especially on dirt roads and in the wide open spaces, stimulating and yet relaxing.

"The excitement of dirt-bike riding takes my mind off the problems and long hours of the series," says Shatner. "The only trouble is, I have so little spare time. My five days on the set are from 7 a.m. until 7 p.m. and if I don't spend one day with my wife and three daughters they forget who I am when I see them on weekends.

"I usually ride on the desert with friends in the entertainment business on Sundays. This doesn't give me much time to rest but somehow I manage."

When Desilu Studio found out Shatner was motorcycle riding, they requested he desist from same as means of transportation until he had finished filming the series—40 weeks later! But two of Shatner's riding cronies happen to be his lawyer and his agent and between the three of them they wrote a nice letter to Desilu informing the studio there was nothing in his contract to prohibit him from riding.

To date, Bill's extra curricular riding has not caused any production problems. But it was a little hard for Shatner to take falls in a fight scene one Monday when he had flipped his bike that Sunday and bruised his leg.

"That was one day the 'bad guys' almost won," Shatner noted.

Shatner comes down to earth with his Montesa.

VIVA! MONTESA TWO IN A ROW

WATCH CHUCK BAKER GO

BAKER WINS ASCOT TT NOVICE FINAL

(other Montesa goers)

BAY MARE TT SCRAMBLES JUNE 6, 1967

175 Main Moto

1st Place Mickey Alzola

2nd Place Chuck Parkinson

ATASCADERO RAMBLERS SCRAMBLES MAY 28,

250cc Novice — 1st Place Rodney Morton

250cc Amateur — 1st Place Ted Sloan

250cc Expert — 1st Place George Omo III

SAN GABRIEL VALLEY TT JUNE 10, 1967

Novice Main 1st Place Chuck Baker

MESA SPEEDWAY MAY 28, 1967

250cc Novice 1st Place B. Richardson

VIVA

...and mucho more !

MONTESA MOTORS, INC.

*Sole U.S. Distributor,

3657 Beverly Blvd., Los Angeles, Calif. Telephone: NO 3-8258-Dept. C-8.

All results unofficial unless otherwise noted.

RESULTS

ELMA HALF-MILER RESULTS

EXPERT MAIN
1. Dave Clarke, Seattle H-D
2. Sonny Burres, Portland Tri
3. Rollie Hall, Kennewick Tri
4. Dick Taylor, Kirkland Hon

AMATEUR MAIN
1. Ron Hoppe, Edmonds Nor
2. Dave Grout, Tacoma H-D
3. Randy Bowman, Tacoma H-D
4. Von Hogan, Elma BSA

NOVICE MAIN
1. Luther Corey, Aldrwd M. Duc
2. Cappy Skeen, Kirkland H-D
3. John Smith, Seattle Suz
4. Roger Stanley, Kirkland Hon

EXPERT AMATEUR MAIN
1. Rollie Hall, Kennewick Hon
2. Lowell Johnson, Tacoma Tri
3. Dick Taylor, Kirkland Hon
4. Don McLeod, Tacoma H-D

EXPERT DASH
1. Emil Ahola, Tacoma Mat
2. Rollie Hall, Kennewick Tri
3. Dave Clark, Seattle H-D

AMATEUR DASH
1. Dave Grout, Tacoma Tri
2. Ron Hoppe, Edmonds Nor
3. Paul Johnston, Elma Tri

NOVICE DASH
1. John Smith, Seattle Suz
2. L. Corey, Alderwd Man. Duc
3. Hal Welsh, Seattle Bul

HILLTOPPERS SCRAMBLES

60cc CLASS
1. Don Rudd Hon
2. Roy Cassaday Yam

100cc CLASS
1. Terry Hughes Hon
2. Billy Martin Hon
3. Lauren Norberg Yam

175cc CLASS
1. Dick Turner (Am.) Hon
1. Homer Hybarger(Nov.) Hon
2. Brownie Plimpton Hon
3. Mike Beard Bul

200cc CLASS
1. John Davis (Amateur) Bul
1. Ed Thayer (Novice) Bul
2. Donn Yoeman Bul
3. Joseph Barham Bul

250cc CLASS (NOVICE)
1. Monte Montoya Bul
2. Bob Quick CZ
3. Tom Long Hon

250cc AM-EX. CLASS
1. George McCarty Hon
2. Gerald Thompson Bul
3. Jerry Elder Hon

OPEN NOVICE CLASS
1. Stan Ross Tri
2. Doug Busey BSA
3. Steve Harp Hon

OPEN AM.-EX. CLASS
1. George McCarty Tri
2. Jim Darrah Tri
3. Roger Houston Hon

VALLEJO SPEEDWAY
May 26, 1967

NOVICE
1st Heat Ken Boyer Bul
2nd Heat Dick Naish Bul
3rd Heat Bill Jamison Suz
4th Heat Bill Lyons H-D

AM. & EX.
1st Heat Dwane Francisco Suz
2nd Heat John Hall Bul
3rd Heat Mike Yarn Mon

SEMI'S
1st Novice Duane Scott Suz
2nd Novice Eddie Short Duc

Am.& Ex. Ken Weakley Bul

Nov. T.D. Bill Jamison Suz

Am.& Ex.T.D. Bob Self Bul

NOVICE MAIN
1. Bill Jamison Suz
2. Ken Boyer Bul
3. Dick Naish Bul

AM. & EX. MAIN
1. Mike Yarn Mon
2. Dwane Francisco Suz
3. Ken Weakley Bul

HIGHTSTOWN, NEW JERSEY
May 28, 1967

EXPERT MAIN
1. B. Markel
2. L. Palmgren
3. F. Nix
4. D. Dovel
5. C. Dryar
6. B. Sholley
7. D. Mann
8. N. Keen

YORK, PA.
May 30, 1967

EXPERT MAIN
1. B. Markel
2. R. Rall
3. F. Nix
4. D. Mann
5. M. Lawwill

HAYWARD SCRAMBLES
May 20, 1967

100cc NOVICE
Jon Genai Hod
Mike Robinson Hod
Dan Erickson Hon

100cc AMATEUR
Harry Dream MB
Stan Andson Hod
Ed Short Hod

200cc NOVICE
Frank Gillespie Bul
Michael Sprague Bul

200cc AMATEUR
Bob Cadwalladet Bul
Bob Grossi Bul
Steve Paladini Bul

MAIN RESULTS
250cc NOVICE
Don Castro Mon
John Silva Bul
Steve Wilson Mon

250cc AMATEUR
Jerry Mather Bul
Paul Johnson Bul
Larry McKinney Bul

250cc EXPERT
Mark Brelsford Bul
Jim Odom Mon
George Epp Bul

350cc NOVICE
Cecil Willis Yam
Willie Foster Hon
Randy Scagliotti Hon

500cc NOVICE
Crespin Perez BSA
W.A. Jenrick BSA
Don Osborn BSA

500 AMATEUR
Jerry Yim BSA
Lance Anderson Tri

500 EXPERT
Lloyd Houchins Yam
Ray Voywell BSA

650cc NOVICE
Tiffin Mulleway Tri
Bray Trujillo Tri
J.A. Mireault Tri

650cc AMATEUR
Ronald Enos BSA
Bob Rudolph Tri
Lou Navarro Tri

650cc EXPERT
John Fry Tri
Bruce Anderson Tri
Jim Rice ¢#'

MONTEREY
May 28, 1967

1st HEAT
Al "Gus" Lauer Bul
Bob Bruce ?
Tony Williams Bul

2nd HEAT
Mike Yarn Mon
Frank Zustiak Bul
Danny Davies Hon

3rd HEAT
Carl Cranke Tri
Terry Graham Suz
Jack Willkinson Hon

4th HEAT
Ken Weakley Bul
(no name) ?
Ron Wisler Bul

1st SEMI
Tony Williams Bul
Bob Bruce —
Dave Smith H-D

2nd SEMI
Danny Davies Hon
Frank Zustiak Bul
Mel Schwartz Bul

T.D.
Carl Cranke Tri
Al "Gus" Lauer Bul
Mike Yarn Mon
Ken Weakley Bul

"B" MAIN
Dave Smith H-D
Mel Schwartz Bul
Bill Graham Bul

"A" MAIN
Al "Gus" Lauer Bul
Mike Yarn Mon
Ken Weakley Bul

GREENHORN 500-MILE NATIONAL ENDURO
June 3 & 4, 1967

1. Bob Steffan 650 Tri
2. Dick Dean 650 Tri
3. Dave Ekins Zun
4. Cal Bottum 441 BSA
5. Doc Brice 500 Tri
6. Chuck Brewster 650 Tri
7. Mitchell Truesdale 650 Tri
8. Pete Bogardus 650 Tri
9. Charlie Brown 500 Tri
10. Buck Smith 650 Tri

(Complete Results follow next week)

BRECKINRIDGE ROAD RACE
May 21, 1967

250cc-175cc MAIN, 20 laps
Walt Fulton, Orange, Cal. H-D
Ron Muir, Carbondale, Ill. Suz
John Pohland, Milwkee, W. H-D
Joseph Laux, Appleton, Wis Duc
Jim Browning, Evnsvle, Ind Hon
Bud Burnett, Evansvle, Ind. H-D
Gabe Rudavicius, Cicero, I H-D
Ron Schneider, Chicago, Ill Bri
Dan Hyatt, Marshall, Mo. Yam

125cc FINAL, 10 laps
Jerry Holm, Peoria, Ill. Kaw
Ken Barth, Peoria, Ill. Kaw
C. Burke, St. Charles, Mo. Yam
Ken Thomas, Cadiz, Ky. Bri
B. Menser, Dawson Spr., Ky Hon

DORSEY SPEEDWAY
May 27, 1967

1st HEAT
1. G. Nixon Tri
2. Adkins Duc
3. C. Williamson Tri

2nd HEAT
1. M. Doying Bul
2. B. Elmore Tri
3. R. McKeen Bul

3rd HEAT
1. D. Hammer Tri
2. E. Myers Bul
3. J. Skelton Yam

TROPHY DASH
1. Nixon & Hammer Tri
2. K. Beghtol Tri
3. B. Elmore Tri

1st SEMI
1. Nixon Tri
2. M. Doying Bul
3. R. McKeen Bul

2nd SEMI
1. Hammer Tri
2. K. Beghtol Tri
3. B. Barnes Duc

MAIN EVENT
1. G. Nixon Tri
2. M. Doying Bul
3. B. Barnes Duc

'CALICO 100' Official Results
May 28, 1967

*1. C.L. Mackie Hon
*2. Freddie Mendez Hon
*3. Frank Vallefuoco Hod
*4. John Welborn Yam
*5. Steve Bachelor Hon
*6. Keith Tennis Bri
*7. Jim Tripp Yam
*8. Gene Hester Yam
*9. Doug Leach Yam
*10. Bill O'Neil Yam
*11. Ray Baker Hod
*12. George Ramey Hod
*13. Ed Wright Hon
*14. Richard Mendez Hon
15. Ray Carvajal Yam
16. Ron Hester Suz
17. Bruce Roberts Yam
18. Bob Yelinek Hon
19. Mike Norman Yam
20. Hank McGill Suz
21. Larry Welborn Yam
22. Steve Paul Bri
23. Tom Demerast Suz
24. Ed Tenori Yam
25. Harry Bachelor Hon
26. Bud Denslow Yam
*Denotes trophy

TROJAN SPEEDWAY (So. Gate)
Tuesday Night, June 6, 1967

250cc CLASS FINAL
1. Keith Mashburn Gre
2. Lee Stumpenhaus Bul
3. Rick Woods Duc
4. Tom Wood Hon
5. Doug Hilton Gre
6. Coco Campbell Hon
7. Chuck Campbell Hon
8. Merle Hamm H-D

150-200cc FINAL
1. Sal Acosta Bul
2. Glen Mounce Bul
3. Tom Warren Bul
4. Frank Berrena Bul
5. Carol Skov Bul
6. Tom Clark Tri
7. Ron Burba Bul
8. Bob Rice Bul

100cc FINAL
1. Tom Rockwood Hon
2. Paul Wilde Yam
3. Steve McMahan Yam
4. Don Dudek Hon
5. Gary Calkins Yam
6. Jim Raymond Hon
7. Ken Lighthous Yam
8. Don Bowman Hon
9. Stan Rogers Hon
10. Jocko Arledge Yam

SWEEPSTAKES WINNER
Lee Stumpenhause

ELSINORE TT
Saturday, June 10, 1967

100cc NOVICE
1. B. Speier Hon
2. G. Scott Yam
3. P. Yrigollen Hod

200-250cc NOVICE
1. L. Taylor Bul
2. B. Williams Hus
3. J. Gove Gre

200cc NOVICE
1. G. Mazon Bul
2. N. Benton Tri
3. J. Daly Bul

350cc NOVICE
1. J. Keene Hon
2. J. Shipman Hon
3. L. Delaney Hon

500cc NOVICE
1. B. Reams Tri
2. P. Wood BSA
3. T. Twaits)tie BSA
D. Ryner)tie BSA

OPEN NOVICE
1. E. Tombyll Tri
2. D. Finley Tri
3. M. Kaster Tri

100cc EXPERT
1. T. Warren Bul
2. B. Speier Hon
3. D. Damron Hod

200-250cc EXPERT
1. C. Hatcher Bul
2. J. Kopp Gre
3. J. Erickson Gre

500-OPEN EXPERT
1. B. Farnsworth BSA
2. M. Chamberlain Tri
3. R. Pettyman Tri

SWEEPSTAKES
1. B. Farnsworth BSA
2. C. Hatcher Bul
3. T. Warren Bul

SAN GABRIEL VALLEY TT
June 10, 1967

NOVICE MAIN
Chuck Baker Mon
Dave Smith H-D
John Riggen Bul
Steve Ellsworth Bul
Bob Ferro Bul

AMATEUR MAIN
Larry Wilburn Tri
Ron Miller Tri
Jan Crawford Tri
Mike Lithicum Tri
Phil Todd Tri

EXPERT MAIN
Dave Palmer Nor
Eddie Mulder Tri
Dusty Coppage Tri
Dallas Baker BSA
Jim Berry Tri

TROPHY DASH
Eddie Mulder Tri
Skip Van Leeuwen Tri
Dave Palmer Nor
Dusty Coppage Tri

IRWINDALE
June 10, 1967

Top Street: Jim Nelson
Jr. Street: Harry Couch Tri

Top Gas: Laidlaw Har
Jr. Gas: Nira Johnson Tri
Comp. Gas: B. Braverman Yam

Top Fuel: McEvoy-Martinez Tri
Jr. Fuel: Tony Dodge Tri

A/Street: Al Sherwin Har
B/St: Jim Nelson
C/St: Harry Couch
D/St-Stock: Russ & Waynes Speed Shop Hon
D-Mod: Larry White Yam
E/St-Stock: Mike Baldewicz Yam
E/Mod:
F/St: Brad Miller Hon

E/Gas: Steve Rowles Suz

CYCLE LAND FLAT TRACK
June 3, 1967

100 CC CLASS
1. Harry Dring MB
2. Charles Biswell Hod
3. Tom Bruckenstein Hod

200 CC CLASS
1. Harold Toby Bul
2. Gary Willis Bul
3. Dick Turner Hon

250 CC CLASS
1. Jay Carter Bul
2. Ronnie Bolting Bul
3. Elton Law Hon

ASCOT HALF MILE RESULTS
Friday, June 9, 1967

15 LAP EXPERT FINAL
1. Chuck Jones BSA
2. Mel Lacher H-D
3. Dan Haaby BSA
4. Ralph White BSA
5. Blackie Bruce BSA
6. S. Seabourne BSA
7. Elliott Schultz BSA
8. Johnny Isaacs BSA
9. Ron Kruselman Tri
10. Sammy Tanner BSA

10 LAP AMATEUR FINAL
1. Roger Goldwaite Enf
2. Jan Crawford BSA
3. Phil Todd BSA
4. Keith Kruser BSA
5. Don Dobbins Enf
6. Larry Wilburn Tri
7. Dan Kelly BSA
8. Larry Pruett Enf

8 LAP NOVICE FINAL
1. Dave Smith H-D
2. R. Ellisarranas Suz
3. Steve Pederson Kaw
4. Joe Hamilton Yam
5. Lee Wheeler Mon
6. Rick Woods H-D
7. Midge Griffith Duc
8. Jerry Peters Yam
9. Tom Mohr Yam
10. Jim Lesley H-D

15 MILE NATIONAL LOUISVILLE, KY. Sunday, June 11, 1967

1. Bart Markel H-D
2. Chris Draayer H-D
3. Geo. Longabuagh H-D
4. Fred Nix H-D
5. Dick Mann BSA
6. Tom Heil H-D
7. Bill Bentley H-D
8. Mert Lawwill H-D
9. Roger Reiman H-D
10. Ted Heil H-D
11. George Roeder H-D
12. Neil Keen BSA

AMATEUR WINNER
Earl Lout H-D

ORANGE COUNTY A.C.C. Short Track
June 7, 1967

100cc TD
Gary Calkins, Lakewood Yam
Ron Taylor, Santa Ana Yam
Russ Robinson, Gard. Gr. Yam

250cc T.D.
Rick Woods, Sunset Bch. Duc

100cc MAIN
Gary Calkins, Lakewood Yam
Ron Taylor, Santa Ana Yam
Russ Robinson, Gard. Gr. Yam
David Aldana, Santa Ana Suz
Mike Spitzer, Sunset Bch. Yam
Rick Woods, Sunset Bch. Yam

250cc MAIN
Rick Woods, Sunset Bch. Duc
Sal Acosta, Compton Bul
Eddie McGregor, S. Laguna H-D
Jim Doron, Santa Ana Bul
Gil Robbins, Gorman RE
Larry Verdoorn, Fullerton Duc
Bob Stuart, Bell Gardens H-D

Thursday Night TT, June 8, 1967

250cc CLASS FINAL
1. Keith Mashburn Gre
2. Lee Stumpenhaus Bul
3. Steve Anderson Bul
4. Mike Spitzer Gre
5. Ray Stroud Yam
6. Mick Carey Hon

150cc-200cc CLASS FINAL
1. Dave Smith H-D
2. Don Dudek Tri
3. Danny Jones Bul
4. Bill Fulton Hon
5. Bill Arter Hon
6. Ed Arter Hon
7. Merle Holt Bul

100cc CLASS FINAL
1. Stan Rogers Hon
2. Jim Raymond Hon
3. Gary Bailey Hod
4. Paul Coberly Hon
5. Bob Watson Hod
6. Don Leal Yam
7. Ed Strand Hod
8. Bill Potts Bul
9. Donny Rockwood Hod
10. Steve Jones Hod

SWEEPSTAKES WINNER
Gary Bailey

AFM WESTERN U.S. ROAD RACING CHAMPIONSHIP STANDINGS

Ron Grant	106
Art Baumann	70
Fred Muhlberg	54
Steve McLaughlin	51
Dick Kilgroe	45
Georganne Muhlberg	32
Eric Dahlstrom	28
Tom Cleghorn	22
Jim Williams	20
Tom Steele	19

(after 7 events)

MORE RESULTS

EUROPEAN SCRAMBLES
DEADMAN'S POINT
June 4, 1967

1. Jack Morgan Hod
2. Roy Barnett Hod
3. Dave Beck Yam
4. James Webb Hon
5. Don Eide Hod
6, Cleve Thomas Hon
7. Gary Taylor Hod
8. Richard Chambers Hod
9. Alex MacPherson Hod
10. Randall Sisk Hod

250CC CLASS
1. Glenn Thomas Gre
2. Bill Ydiando Hus
3. Carl Steven Gre
4. Bill Harry CZ
5. Kurt Lohmeyer Gre
6. Lonnie Betts CZ
7. David Rich Hus
8. Terry Trachy Gre
9. Jim Diehk Gre
10. Gerry Schuelke Ban

OPEN CLASS
1. Ron Fry Hus
2. Bob McLaughlin Hus
3. Bill Hutton Hus
4. Warren Seigfred Tri
5. Alfred Anders BSA
6. Jim Pitman Tri
7. Jeff Foster Tri
8. Mike Seitz Eso
9. James Lovelady Hon
10. Gary Shafer Tri

PONDEROSA MEMORIAL DAY
May 30, 1967

OPEN
1. B. Hutton Hus
2. L. Peterson Tri
3. J. N. Roberts Hus
4. R. Fry Hus
5. C. Koesis, Jr. Hus
6. J. Fishback Hus
7. N. Watkins Tri
8. S. Kirk Tri
9. J. Dorman Tri
10. A. Gibbs Hus
11. W. Peterson BSA
12. M. Popouics Bul
13. G. Peterson BSA
14. D. Brewer Tri
15. T. Brooks Bul

TRAIL
1. E. Cannady Hod
2, J. Froelich Hod
3. W. Anderson, Jr. Hod
4. G. Bailey Hod
5. R. Robbs V.T. Hod
6. E. Jensen Hod
7. K. Markham Hod
8. B. Eisenberg Yam
9. L. Taylor Hod
10. T. Hoyle Hod
11. C. Hockie Bul
12. J. Holliday Hod
13. R. Thomas Hod
14. D. Etheridge Hod
15. A. McPherson Hod
16. G. Vayda Tri
17. T. Whitehead Mon
18. M. Gooding Mai
19. J. Walters Hon

EUROPEAN SCRAMBLES
SO. CALIFORNIA M.C.
June 11, 1967

TRAIL BIKE NOVICE
1. Thomas Hoyke
2. James Jacklett
3. Mitchell Miller
4. Robert Waters
5. Dennis Berquist
6. Eric Jensen

TRAIL BIKE AM. EX.
1. Jack Morgan
2. Dave Ekins
3. Tom Ruddy
4. Jack Froelich
5. Roy Barnett
6. Dick Wright

250 NOVICE
1. Earl Roeseler
2. Bob Kulek
3. Kurt Lohmeyer
4. Terry Haug
5. Mike Haller
6. Dexter Halldan

250 AM.
1. Stanley Phillips Gre
2. George Green
3. Pat McGuire
4. Don Abbott
5. Tom Poleet
6. Jim Chroner

250 EX.
1. Bob Belt
2. Charles Gates
3. Gary Cole
4. Howard Jackson
5. Kendall Angell
6. John Coots

OPEN & 500 AMATEUR
1. Bruce Lewellyn Tri
2. Ron Sloan Tri
3. Steve Hill Tri
4- Marvin Steele Tri
5. Bill Bradshaw

OPEN & 500 EXPERTS
1. J. N. Roberts
2. Jack Byers
3. Larry Berquist
4. Dick Dean
5. Bill Hutton
6. Steve Hurd

PONDEROSA SCRAMBLES
June 4, 1967

Trail Class
1. W. Anderson Jr. Hod
2. B. Eisenberg Yam
3. J. Stein Hod
4. G. Bailey Hod
5. K. Parks Hod

TRAIL CLASS
1. W. Anderson, Jr. Hod
2. B. Eisenberg Yam
3. J. Stein Hod
4. G. Bailey Hod
5. K. Parks Hod
6. L. Keeler Hon
7. J. Maroney, Jr. Hod
8. D. Douglas Hod
9. D. Etheridge Hod
10. J. Sampson Hod
11. S. Holladay Hod
12. W. Garrett Hod
13. G. Philbrook Yam
14. T. Rahm Yam
15. C. Lane Hon

OPEN CLASS
1. B. Hutton Hus
2. R. Fry Hus
3. S. Kirk Tri
4. B. Ewing BSA
5. H. Jackson Bul
6. A. Gibbs Hus
7. B. Reagan ?
8. M. Popovies Bul
9. B. Kulek Gre
10. B. Goosen Bul
11. R. Johnson Hus
12. P. McGuire Bul
13. D. Rempel Hus
14. D. Richardson Dot
15. K. Jenner Bul

LOS ANCIANOS 50 MILER
June 4, 1967

1st race 250cc and Above
1. M. Smith Hus
2. J. Kenyon Gre
3. G. Petty Matche
4. J. Willis CZ
5. R. Attig Tri
6. N. Ussery Tri
7. B. Henry Tri
8. F. Angelo Mon
9. S. Colvin Bul
10. L. Slaughter Greeves
11. E. Roseler Hus
12. Zane Prather
13. J. Shone Gre
14. H. Hayes CZ
15. H. Backer Hus
16. G. Vayda Tri

ATASCADERO RAMBLERS SCRAMBLES
May 28, 1967

350cc NOVICE
2. John Heame Hon

350cc AMATEUR
1. Ed Lambert BSA

350cc EXPERT
1. Rick Elisarraras BSA

500cc NOVICE
1. Gary Smart Tri
2. Don Wilson BSA
3. Larry Dunham BSA

500cc AMATEUR
1. Gerry Cask Tri
2. Richard Rollman Tri

650 cc NOVICE
1. Ted Mainini Tri

650cc AMATEUR
1. Tim Thomas Tri

650cc EXPERT
1. Bob Day Tri

50ccNOVICE
1. Darrel Smith Yam

90cc NOVICE
1. Albert Stacey Hod
2. John Mason Hod

90cc AMATEUR
1. Bob Elisarraras Suz

90cc EXPERT
1. Mike Lane Kaw

200cc NOVICE
1. Ron Gilman Bul

200cc AMATEUR
1. Randy Smith Bul

200ccEXPERT
1. Mike Lane Bul

250ccNOVICE
1. Gerry Tuley Hon
2. Louis Arias Bul

250cc AMATEUR
1. Ron McGuire Bul
2. Tod Sloan Mon

50cc NOVICE
1. David Matthew Tri

90cc NOVICE
1. Albert Stacey Hod
2. John Mason Hod

90cc AMATEUR
1. Jimmy Maxwell Hod

90cc EXPERT
1. Mike Lane Kaw

175cc NOVICE
1. Mike Middleton Hon
2. Bill Williams Mon

200cc NOVICE
1. Steve Davis Bul

200cc AMATEUR
1. Randy Smith Bul

250cc NOVICE
1. Rodney Morton Mon
2. Norman McKeneie Bul
3. Max Carpenter Bul
4. Larry Rogers Bul

500cc AMATEUR
1. Gerry Cask Tri
2. Bob Robeckerux BSA

650cc NOVICE
1. Ted Mainini Tri
2. Darrell McCaulley BSA

OPEN AMATEUR
1- Tim Thomas Tri
2. Marvin Heath HD

OPEN EXPERT
1. Joe Brown BSA
2. Butch Turner Tri

50ccNOVICE
1. David Matthew Yam

90cc NOVICE
1. Jimmy Maxwell Hod

90cc AMATEUR
1. Jimmy Maxwell Hod

200ccNOVICE
1. Robert Moores Bul

90ccEXPERT
1. Mike Lane Kaw

200cc AMATEUR
1. Randy Smith Bul

200ccEXPERT
1. Mike Lake Bul

250ccNOVICE
1. Robert Dicely Hon
2. Norman McKeneie Bul
3. Max Carpenter Bul

250cc AMATEUR
1. Rick Blake Bul
2. Ron McGuire Bul

250ccEXPERTZ
1. Wayne Schmidt Jaw

350ccNOVICE
1. Chris Brown Hon

350cc AMATEUR
1. Ed Lambert BSA

500cc NOVICE
1. Gary Smart Rri

250cc AMATUER
1. Tod Slo

250cc AMATEUR
1. Tod Sloan Mon
2. Don McKay Bul

250cc AMATEUR
1. Tod Sloan Mon
2. Don McKay Bul
3. Mike Taylor HS

250cc EXPERT
1. Geroge Omo, III Mon
2. Frank Rosberry Duc

350cc NOVICE
1. Cecil Willis

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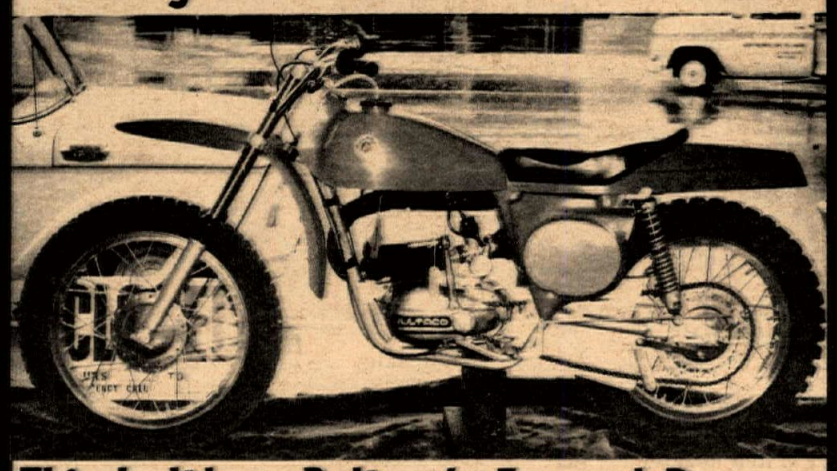

This Is It! - Bultaco's 5-speed Pursang NOW IN STOCK...SET UP FOR RACING!

Pursang WINS!

DATE	EVENT	CLASS	PLACE
March 26	Ponderosa Hare Scrambles	Overall	First
April 2	Cyclers Hare Scrambles	Lightweight	First
April 9	Visalia Ramblers Hare Scrambles	Overall	First
April 16	Prado Park TT Scrambles	250 Expert	First
April 23	Bakersfield Tri-State Classic	250 Expert	First

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PRACTICE TIL 1:00
RACING AT 1:30
CARLSBAD RACEWAY
PALOMAR AIRPORT ROAD, 7 MILES EAST OF HIGHWAY 101
PRODUCTION CLASSES (UNDER 251cc)
OPEN TO ALL RIDERS, PROFESSIONAL LICENSE NOT REQUIRED

HOW TO BUILD A TEACUP ROAD RACER AND ROAR WITH 50cc

– Part II

Story & Photos by Bob Braverman

After putting all of the parts away we're ready to start on the chassis. One rear shock is removed and moved to a nearly vertical position. A new top anchor was fabricated from a bolt and some steel strap material. The bolt must fit the shock bushing as close as possible. The new mount was brazed in place and the other side was done next. This whole job took about an hour.

Foot Peg Construction

The next project was fitting new foot pegs. Don't use the rear passenger pegs found on most swinging arms. Many riders do, but the truth of the matter is, that the foot pegs should be mounted to the frame solidly, and not to a movable member such as the swinging arm. And then too, the rear suspension is somewhat affected.

We used ¾ inch tube with a .060 wall thickness for the bottom tube and the foot peg itself. An examination of the photos will show how these were attached to the frame.

The ¾" tube was cut and filed carefully to provide as good a fit as possible before brazing in place. Then a piece of 3/8" tube (.040 wall) was used as a vertical brace.

One word of caution. It is far better to tack the assembly together lightly, so if something must be moved it's no big chore. Also remember the pegs must be high enough so there is no danger of grounding them when heeled over in a turn. This could drop you to the asphalt in a flash. At the same time they shouldn't be so high as to cause you you to feel cramped. You must feel comfortable on the bike if you're to do well and enjoy yourself.

The peg assembly should be sturdy. Many of the bikes that show up at the races have foot peg arrangements of a rather flimsy nature. You should be able to put all your weight on them without a trace of deflection in any direction. Some prefer solid pegs, some prefer the folding type. Whatever type you do use, just be sure they're installed securely. There is no excuse for a foot peg breaking off, and yet we see this happen from time to time.

And Handlebars

O.K., now that we have a place to put our feet, our hands come next. Now there are all sorts of ways to mount the handlebars (or clip-ons if you will), the choice is up to you. The particular arrangement shown here has been used a number of times with excellent results. A short piece of tube is cut off, split in half, and each half welded to sides of the top fork crown. This provides a good solid anchor for the bar itself. On our particular machine, the clutch and brake controls were part of the original handlebars, so we used the original bars as part of our new setup.

Bar Logic

We cut off each end of the old handlebars and filed them to fit the new location. Then they were tacked in place to the reinforced head crown. (We put a pad on the frame and sat on it, with both feet on the pegs. The bars were moved till they felt comfortable, and only then were they tacked in place.) Once satisfied that everything was as it should be the bars were welded securely in place.

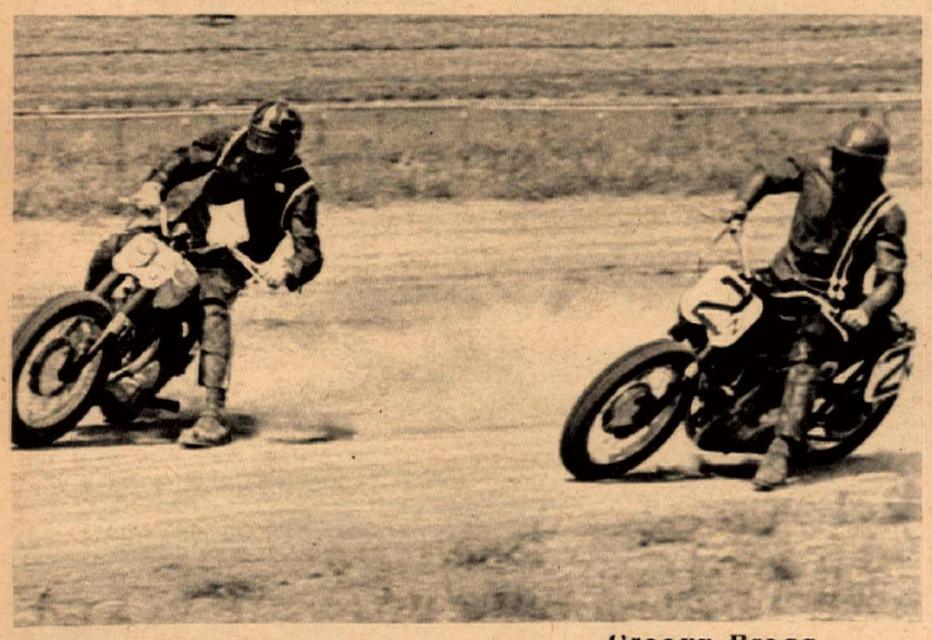
If you prefer to use the conventional clip-ons, fine. But this is just one other way of accomplishing the same thing with one distinct advantage. You never have to worry about the clip on loosening up or moving. And there's a lot to be said for that.

More to Come

At this point the bike is starting to take shape. The forks are back on along with the wheels, the rear shocks have been moved, and the handlebars are in their proper location. Some of you may be itchy about getting the frame painted and some chrome work done. Don't. We still have to lengthen the swinging arm, and there will be brackets mounted to the frame, so if the frame is painted at this point it will only have to be done again later. The entire machine should be constructed and test ridden before you ever should worry about the appearance. Invariably there's always something you will probably want to change once you get the bike running.

Most 50's have a very short wheelbase. While they may be fine for commuting, it is far too short for racing purposes. Next week we'll show you the easy way to add a few inches to the swinging arm without a lot of strain or pain. It's really very easy. Read CYCLE NEWS and find out just how this is done.

●●●●●HILLTOPPERS SCRAMBLES●●●●●



Swiveling on his hot shoe, George McCarty (9Q) leads Nevada's Windy Forman (2N) as they go round the sweeper with ease.

Photos & Story by Carolyn Richards

The weather was so nice and cool for a late spring day in Northern California that we went 120 miles northwest toward the mountains to test our cycles against the Hilltoppers MC track at Lassen County Fairgrounds, near Susanville.

There we found a three-eights mile track, in good shape, replete with an exciting board jump.

People were friendly, and the officials among the best and most alert we've ever seen.

Oh – Oh!

Extremely slick at first, the track soon dried out and made for an interesting day-long race card for all 60 plus riders. The "gooey" condition of the track put one of "our boys," Mainer Richards, out of action after just two practice laps when he hung up in the mud as he came out of the sweeper and went over the high side.

When Richards came to after having ridden the ambulance as far as the pit gate, he had nothing more wrong with him than a black eye, which came from his head-on meeting with the end of a handlebar; a cut chin, that came from his contact with the ground; a skinned, split nose, and a hole bitten through his tongue.

Groovy Brass

The brass displayed by the Hilltoppers was just about the best we've seen, and the club's generosity with it was encouraging to all racers and fans as well.

As District 36 has abolished the little 60cc class, many riders up here are without mounts. When the 100cc class took the starting flag there were two of the little bumblebees in competition. Nevada rider Don Hudd of Reno on a Honda 60, who crossed the finish line first took a nice piece of hardware home with him.

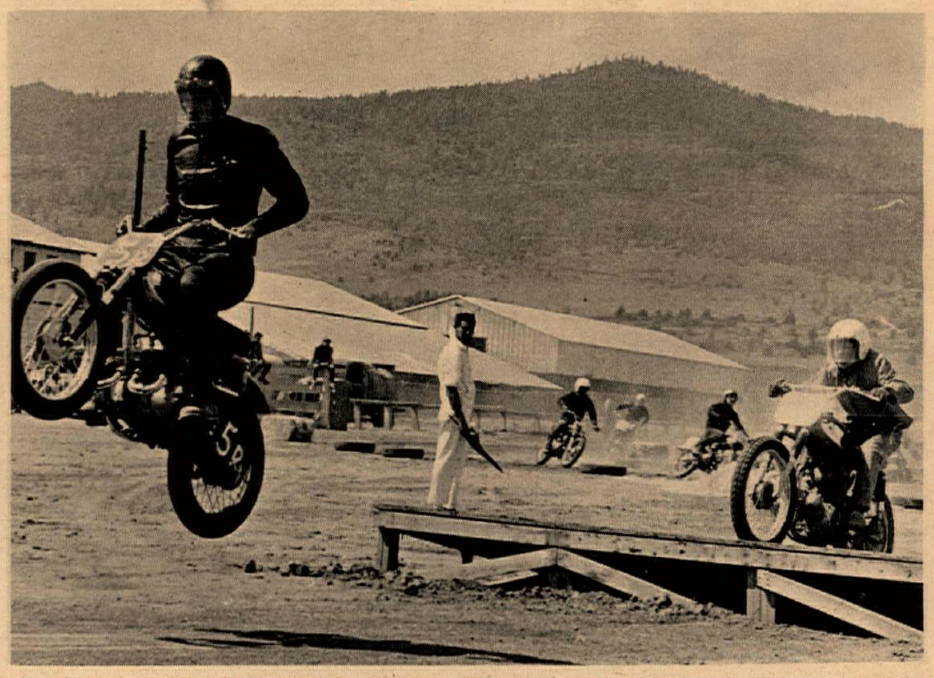
Expert rider George McCarty of Red Bluff put on a spectacular show for fans and offered his competition nothing but a fast back wheel and a face full of dust.

McCarty made a clean sweep in each race he entered. In the lightweight division, aboard a Honda 250, he won his heat race, his trophy dash and his main event.

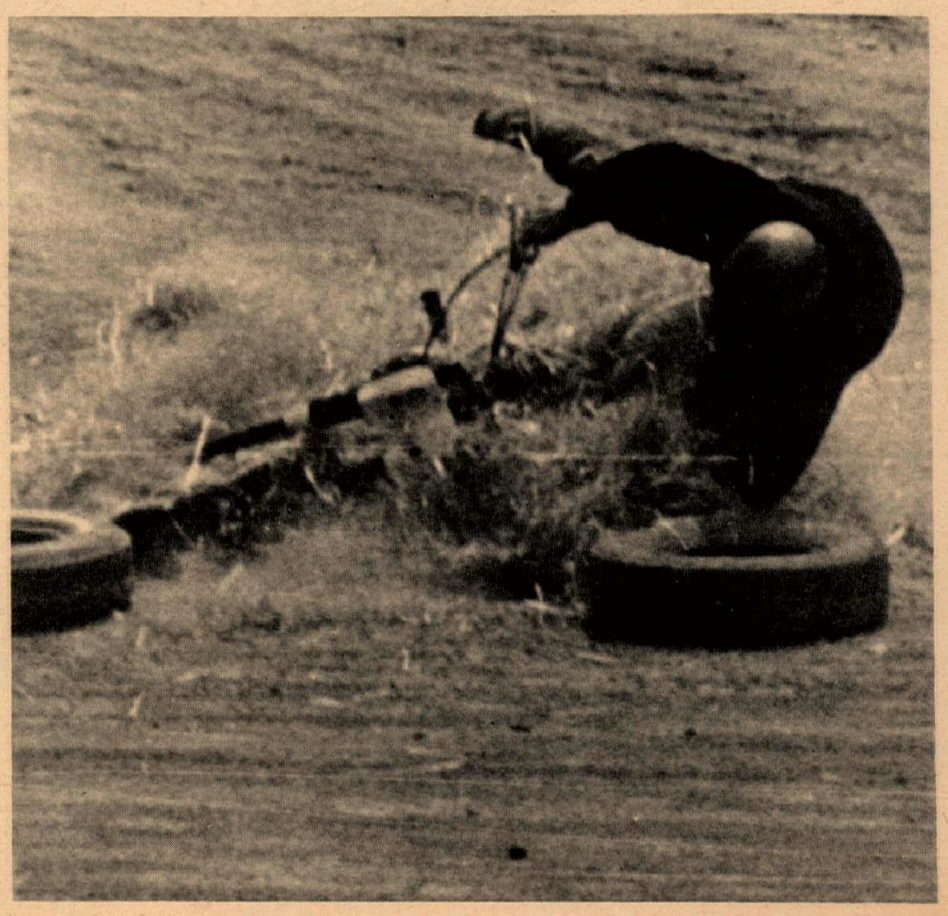
During the heavyweights' run, George made the same three wins riding a 650 Triumph.

Sixteen-year-old Amateur Dick Turner of Red Bluff went home with two pieces of brass also — one for his trophy dash and the other for the 175cc main.

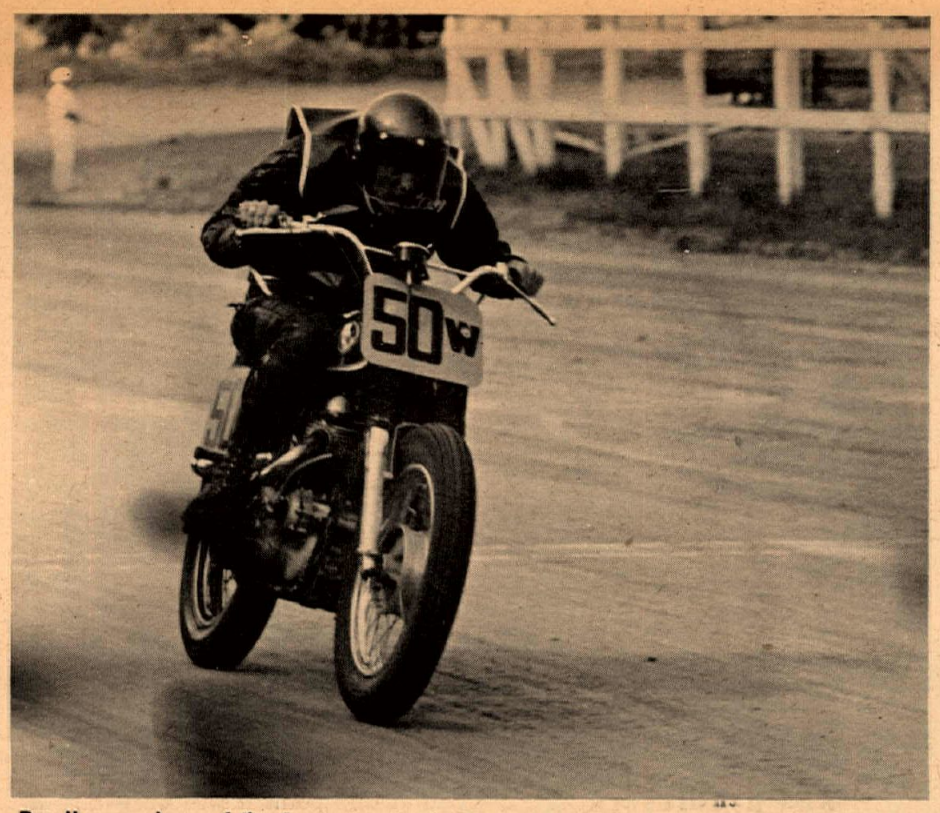
Other two-time winners of the day were Red Bluff's Terry Hughes, who rode a Honda S-90 in the 100cc class, and John Davis of Redding, an amateur who won both times on his Bultaco 200.



Manfred Heyrend (5R) of Oroville takes the jump like a Marine should. Home on 21-day leave from the U.S. Marine Corps, Heyrend could hardly wait to get back to the throttle again.



HAY-HEY! If you gotta fall you might as well fall on the soft stuff!



Ron Hoppe, winner of the Amateur Main shows concentration as he crosses the finish line.

Sandy Saunders (Triumph) crosses up hard while trying to stay ahead of Dick Ascol (H-D).

CLARKE TAKES ELMA TITLE

Story & Photos by Vic Ebbutt

Expert rider #65V Dave Clarke of Seattle on a Harley-Davidson was king for the day at the June 4 race at Elma, Washington.

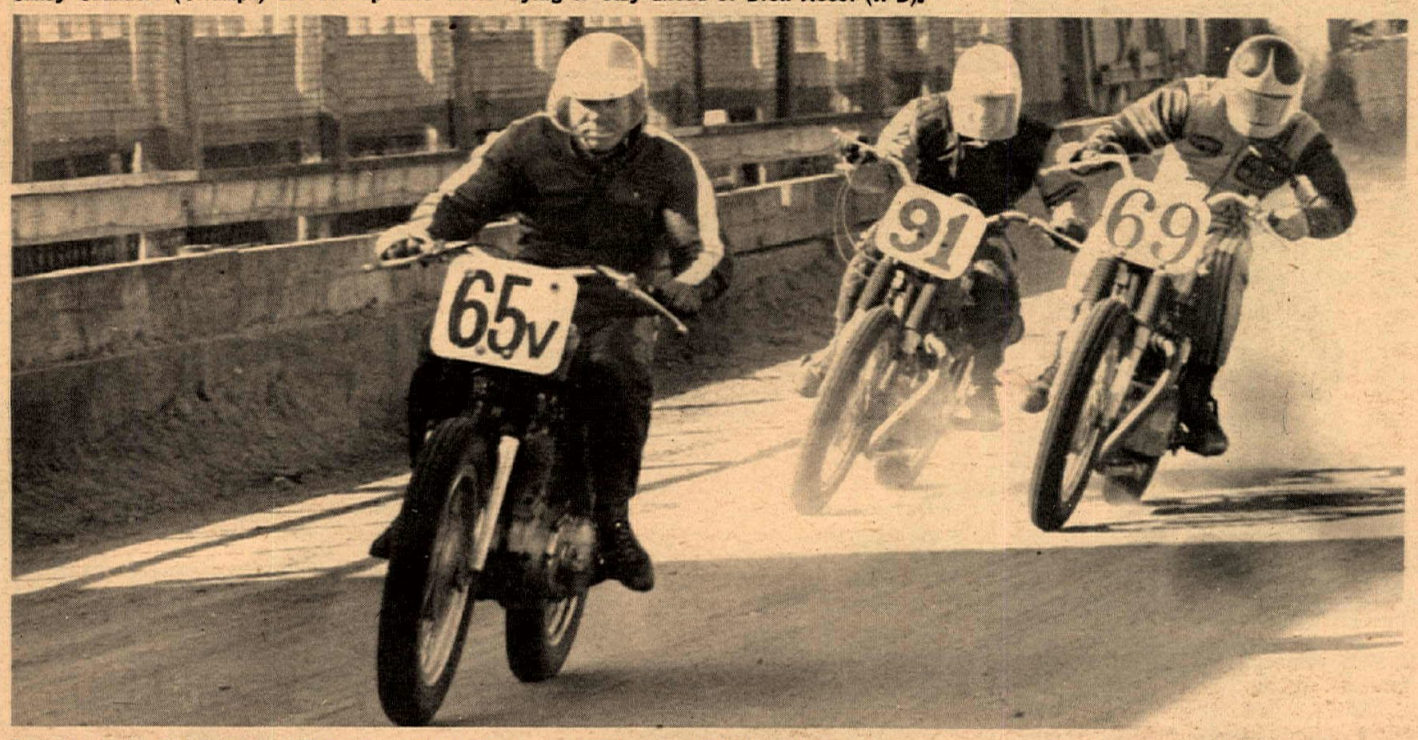
Against such sterling competition as four National Numbers — #90 Emil Ahola of Tacoma, #69 Sonny Burres of Portland, #91 Rollie Hall of Kennewick and #62 Dick Taylor of Kirkland — as well as other fine riders, Clarke won top place in the Expert Main.

Although situated in a sparsely populated region, the small town of Elma, Washington boasts one of the fastest half-mile tracks in the entire Northwest. Sunday, the Grays Harbor Motorcycle Club played host at this track to over 1200 spectators and 130 riders from Spokane, British Columbia, Oregon and the entire Western Washington region.

Fierce Determination

In the A Main, after Ahola blew his primary chain, Clarke took the lead and for 13 of the 15 laps in the event and maintained it over Sonny Burres and Rollie Hall. On the 10th lap, he hit the wooden barrier on the backstretch with his hand and broke two fingers but rode the final five laps to victory with his hand dripping blood. When they crossed the finish line, he, Burres and Hall were inches apart. Dick Taylor, who was fourth, was one second behind at the checkered flag.

Sonny Burres, who is the top ranked TT rider in the nation, as of this date said that never in his life had he ridden so hard or tried so desperately to catch a man. He waited 15 laps for Clarke to make one mistake but he never did and he took home first place money to prove it.



14th lap of the 15-lap Expert Main shows Clarke with a narrow lead while Hall and Burres are engaged in a wheel-to-wheel duel for second place.

Starter flags down Hoppe for the Amateur title.

HOPPE COPS AMATEUR SHOW

The Amateur Main was another thrilling race with the rising star, Ron Hoppe of Edmonds, on his new Norton Cheetah copping first place over young Dave Grout of Tacoma who was right on Hoppe's rear fender the entire distance. Third place went to Randy Bowman on a Harley-Davidson and in fourth was the roaring logger from Elma Von Hogan.

The Novice Main was won by Luther Corey, who is mainly responsible for building the new Maltby TT track nine miles North of Bothell. When he did take a day off from that track, he burned up the one at Elma. Easily winning the event on his Ducati, he forced Cappy Skeen of Kirkland on a Harley-Davidson to settle for second, and John Smith, a Suzuki rider from Seattle, took third place. In fourth was Roger Stanley of Kirkland on his Honda.

The Amateur-Expert Main was won handily by Rollie Hall on a Honda but only after a fabulous three man fight for placement was Lowell Johnson on a Triumph able to nose out Dick Taylor, Honda rider, and Don McLeod with his Harley-Davidson. Lap after lap after lap these three riders were only inches apart and they roared across the finish line in that order.

During intermission, the fans were entertained by two wheelie experts from Kennewick in Eastern Washington, Ron Carney and Jack Cameron, who stand on the seats instead of the pegs. It was quite a thrill for this correspondent to stand in the middle of the track with a camera as his only means of defense while these riders bore down on him about five feet apart. But they both missed me and I always say, "If you can't trust a motorcycle rider, you can't trust anyone."

(Results on page 16)

Undivided attention of riders is focused on the flag, signaling the start of the Expert Main. Outside pole sitter, Dave Clarke, defeated all the Northwestern stars, such as Sonny Burres, Emil Ahola and Rollie Hall.

DRAG RACING

By Bob Ebeling

FONTANA RACEWAY CLOSED TO CYCLES

"One down and two to go," is not a description of a football yardage scrimmage but explains the present status of drag racing facilities for cycles in the Los Angeles area.

Fontana and its manager, Mr. Jim London, have not closed due to prejudice. The act is solely due to financial problems and the impact will be felt by all drag racers, be they four wheel or two. Racing at the strip will be open to stock cars only and just for "kicks" races, minus trophies, etc.

Dissenters

Due to a dissenter among cycle racers, our position at Lions was also threatened. All is well at present, but it was close and further vehement protesting of unfair awards and prejudice will again add weight to the straw which could break cycle drag racing's back.

Only one man, and his related group of two, have created problems that could destroy what has taken a year to establish for all racers.

In two successive weeks this man went directly to the strip management at Lions and protested that awards were insufficient in size. He claimed that he was unfairly beaten and that a clique of racers had it rigged against him. That is absolute nonsense, but strip management isn't going to listen for long, when there would be no great loss in banning cycles and, in this simple action, be rid of nagging complaints.

This team of three persons has a persecution complex that may soon be very real, rather than psychological. Racers in general are not against them but may soon be — if further harm is done to racing!

Sunday, at Fontana's last day of running, two bikes were entered in Top Fuel for the twenty five dollar cash award: McEvoy & Martinez', twin-engine Triumph "El Toro" and Ray Downard's 350cc Honda. The aforementioned team of three had entered their 80-inch Harley Davidson in the Gas trophy class, because there wasn't enough chance to beat the twin-engine Triumph. Then, the McEvoy-Martinez machine was having troubles, leaving the chance for an easy win to Ray's Honda fueler.

One or more of the team of three, saw opportunity and called the strip's tower stating, "We are running for Top Fuel".

Johnnie Eastes, the cycle director said, "No they are not, they were pre-entered for the Gas class trophy." But management said let them run, Eastes said, "I quit", and the Harley promptly defeated Ray Downard for the cash award.

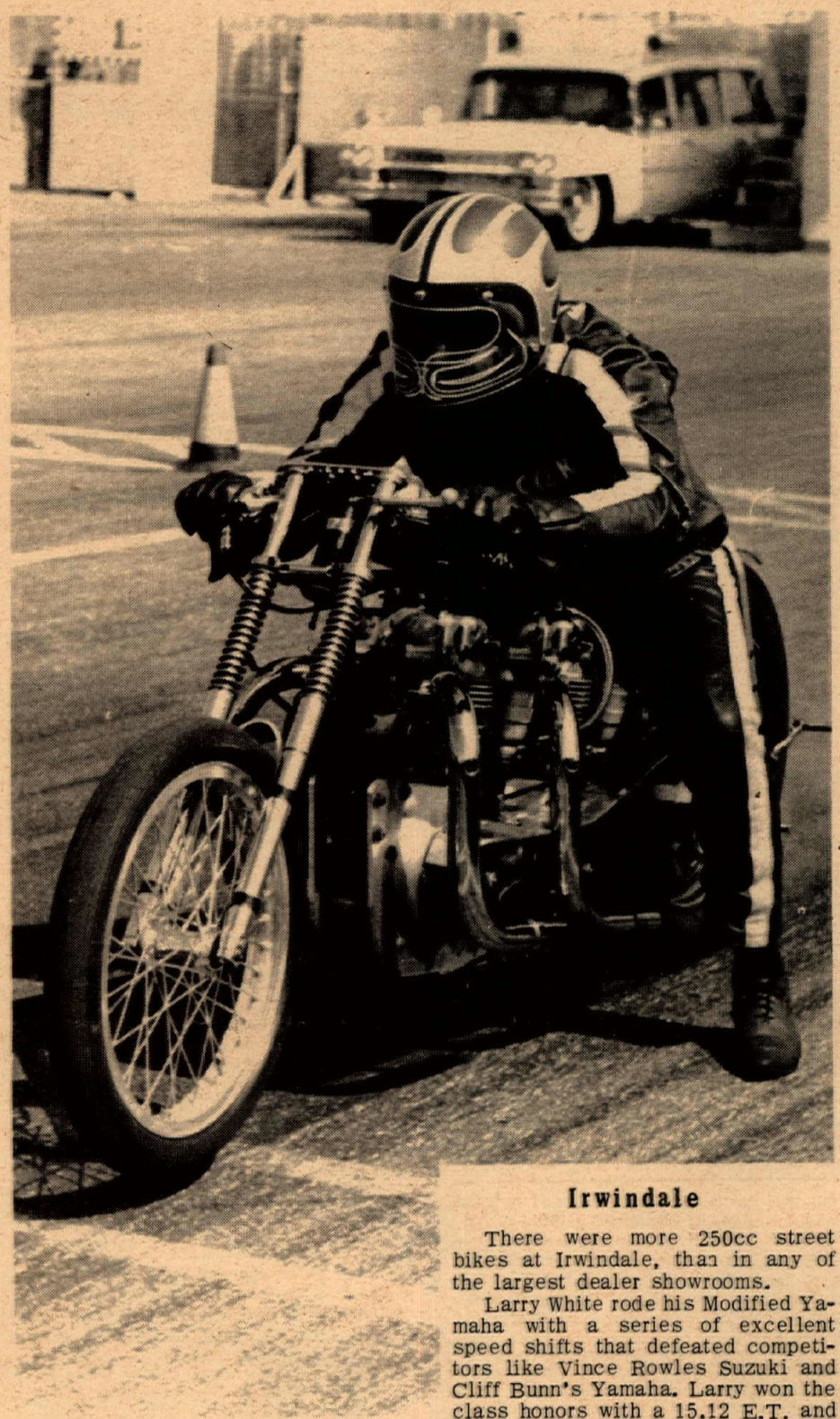


Photo by Doyle Gray

Top Gas

There were big ones, and little ones, even a couple of middle-sized ones. But who came out on top? The little one of Bob Braverman of course!

Braverman's Yamaha keeps clipping hundredths of a second off its best elapsed time until he makes Triumph owners go back to the drawing board. Bob's elapsed time was 12.12 seconds and the speed clocks read 108.38.

Irwindale

There were more 250cc street bikes at Irwindale, than in any of the largest dealer showrooms.

Larry White rode his Modified Yamaha with a series of excellent speed shifts that defeated competitors like Vince Rowles Suzuki and Cliff Bunn's Yamaha. Larry won the class honors with a 15.12 E.T. and 85.93 mph. Mike Baldewicz displayed stop-light intersection reflexes that defeated three Stock Street contenders with a 15.94 E.T. and 75.43 mph Yamaha.

Jr. Street was no easy pickin's for Harry Couch's 30.50 Triumph as he was matched in contention for a final race against Larry White's class winning 250cc Yamaha.

What makes it hard for 500cc against 250? Harry won the race on one cylinder, turning in the 16 second bracket rather than a usual 13 seconds. We wonder if he pulled a plug wire just to match displacement?

Lions

Sherwin Bros. are still on top, as the class trophies and Top Street payoff check testifies.

Al Sherwin was the big winner with a 12.75 elapsed time and 104.52 miles per hour on his modified Harley Davidson.

Brother Jim Sherwin took stock class honors with an unknown speed and E.T., but who cares, the Harley won!

Soon To Be

Drag Races Sunday, June 18th, at Tecate B.C., with the gates opening at 8:00 a.m. Take old Hwy. 94 to Tecate, "Just south of the border down Mexico way."

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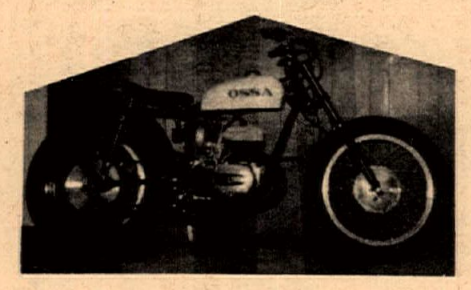

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DISTRICT 37 SPORTS

by Maureen Lee

The June meeting came to order with District 37 President Jean Carter in the chair. Considerable discussion followed about the races at Trojan Speedway, with complaints voiced about the high cost of riding and the mandatory number plates. Carter read the letter printed in CYCLE NEWS from William Barry stating that no one is required to buy a number plate for any AMA event. You receive an assigned number and are free to paint it on yourself. This apparently has not been the case at the South Gate track and Carter said he would look into it. Pennington (Dusters) asked about the riders who already bought plates there and Carter said that they paid for merchandise received. A question was also raised about the gate fee of $1.50 when we have a District ruling that it does not exceed $1.25. Carter again said that this would be looked into and that the fee would be dropped to $1.25 if they had indeed been charging $1.50. He didn't know personally if they had, but that the gate fee did include rider insurance.

New Rules

The Competition Committee report was read with two changes which will become fully effective on July 1st of this year. All levers on motorcycles must be 5/8" diameter, and all pedals must be rubber-covered, including brakes. Also, all clubs must hold a tech inspection at races and should a club fail to do this, it will lose all chances for point runs the following year and also be fined $25.00.

District Coordinator

Other business included a report by Ron Sloan of the Rams on the findings of the Committee set up to investigate the new office of District Co-Ordinator. The position will cost $21,000 a year and a full report of how this is to be financed will be sent out to the clubs for discussion. The Committee recommended that a Board of Commissioners be chosen from club representatives who would choose the man for the job. The Commission would be five men with alternates, and nominations were made from the floor with more nominations and the actual voting to take place in July. Nominees were Pete Dupuy, Ron Sloan, Steve Hurd, Jay Draper, Don Kemp, Lynn Wineland, Bob Greene and Maureen Lee, all representatives of accredited clubs to the District and all of whom accepted the nominations. However, the man chosen as Co-ordinator need not be a club representative but just an A.M.A. member so that the Commissioners will have more freedom in finding the right person for the job and can draw on the whole District.

The meeting came to a close with definite plans underway now to establish a head office which will benefit the whole sport.

THE FINISH LINE

By Roxy Rockwood

Markel wins Louisville National...Markel is starting to move and has cut Nixon's national point lead in half...Will Bart become the first four time champion in the AMA???

The injury kid, Dick Hammer, again healing in record time from three weeks ago in the east and will race the Laconia Nationals for Triumph and Suzuki this weekend.

Once again they let the bums into an Eastern National, at Louisville, and unofficial reports say there were no less than FOUR knife fights. No wonder more and more Nationals are moving West. Bad guys have their place out this way—and it is not at a race track.

Romero Fans

Gene Romero will be hospitalized for a long time and is still looking for cards and letters from Romero fans and Triumph followers. He's in room #5 at the French hospital in San Luis Obispo. If you enjoyed the Tiger when he was healthy then let him know, now.

Ralph White is planning to make the long trip to New Hampshire this weekend to ride for Kawasaki. He will watch the big bike national from the pits — no ride. (?)

Chuck Jones won his first feature at Ascot as an Expert and his Dad promptly bought the machine from Jack O'Brien. Jack is still the tuner.

They tried to run a "cushion" track in the daytime at Louisville and again it didn't work. The track was so deep and rough that Mert Lawwill rode a swinging-arm frame job. Markel rode a foot off the fence as this was the last smooth place left on the track. Mann was more off the bike than on. It was not unusual for Markel to be riding the fence, but this time, it was the only way to go. That's why he won his 19th National championship. He is still one of the most trackwise riders going.

Timely Reminder

A reminder to all Amateur and Expert riders: You need five regular season competition points to be allowed to ride any of the Nationals, except the road races. These points are scored in heat races, Semi's and Mains. You can get them in half-miles, short tracks and TT's, but you must have them to ride Tulare, Castle Rock, Portland and the Ascot TT, all of which come up in July. Entries for Castle Rock close this weekend.

There are only three more sportsman road races at Carlsbad before the National on September 24th. It looks as though they will be adding a sportsman road race on the 23rd for the non-licensed riders and the Novices. Carlsbad runs this Sunday, June 18th.

Roxy Predicts:

Look for Nixon to be the guy to beat this Sunday at Laconia. Look also for a big invasion of the bums from Canada and New York City. It remains to be seen if the promoters will keep them out entirely, or let them in and make headlines like they did the past two years.

Indoor racing is now catching on again in the Midwest. The next one is in far away Duluth, Minn. on July 16th. Madison Wisconsin, and Minneapolis Minn., will be next.

Ronnie Rall, the Ohio farmboy is out for a few weeks with a broken arm from a half-mile race in Michigan two weeks ago.

The Des Moines National Road Races MAY, repeat, MAY be moved to Raceway Park in Indianapolis on August 5th & 6th.

The entry list has jumped sky high for the Tulare National on Saturday night, July 1st, far beyond what the promoters expected. They are adding hundreds of seats for the expected overflow crowd.

THE AFM SCENE

by Tom Finlay

Riverside International Raceway, May 21, saw Art Baumann show the stuff that champions are made of, as he won the 350 GP and placed third in the 250 GP after dropping back from contention with a sick engine. What makes this performance remarkable is the fact that two weeks previously at Willow Springs Raceway, Art had taken a hard spill that injured his knee, requiring about 44 stitches to close the wound.

The injury did cause Art to miss one vital event, the sixth National Points road race at Cotati, May 14th. This has put Ron Grant in the lead for AFM Number One with 106 points.

A complete set of AFM points after seven National road races can be found on the results page. A breakdown by class will appear with our next column.

McLaughlin Yamasaki

Dave Kimball and his crew out of Kimball Industries have come up with an interesting piece called a "Yamasaki", which is a Kawasaki Samurai A1-R with a Yamaha 250 engine installed in place of the Kawasaki powerplant. This immaculately prepared machine with its Shamrock green paint and young Steve McLaughlin aboard, could pose a real threat in the 250 GP class.

McLaughlin has now moved into fourth in the overall point standings, three behind Fred Muhlberg, and seems destined for bigger things.

Bonanza Racing Month

July will be a bonanza month for road racers and the AFM. Only July 2nd, a $1500 purse meet will be held at the Sacramento Fairgrounds. This race is being presented by a promoter, and practice will be available on Saturday, July 1.

If you make this one, then plan on a partner for the 4th U.S. Production Machine Championships, July 4th at Cotati Raceway. This two rider affair, complete with pit stops, will feature a purse this year, plus Championship Cups in the various classes. The event runs for 250 miles, and takes about 4½ hours.

Last years champions are Dick Kilgroe and Art Baumann, on the Team Cutlass Honda 450. The Bay Area Chapter of the AFM will be renting the entire Casa Rosa Motel the night before the July 4th race, so plan on making a four day weekend out of it.

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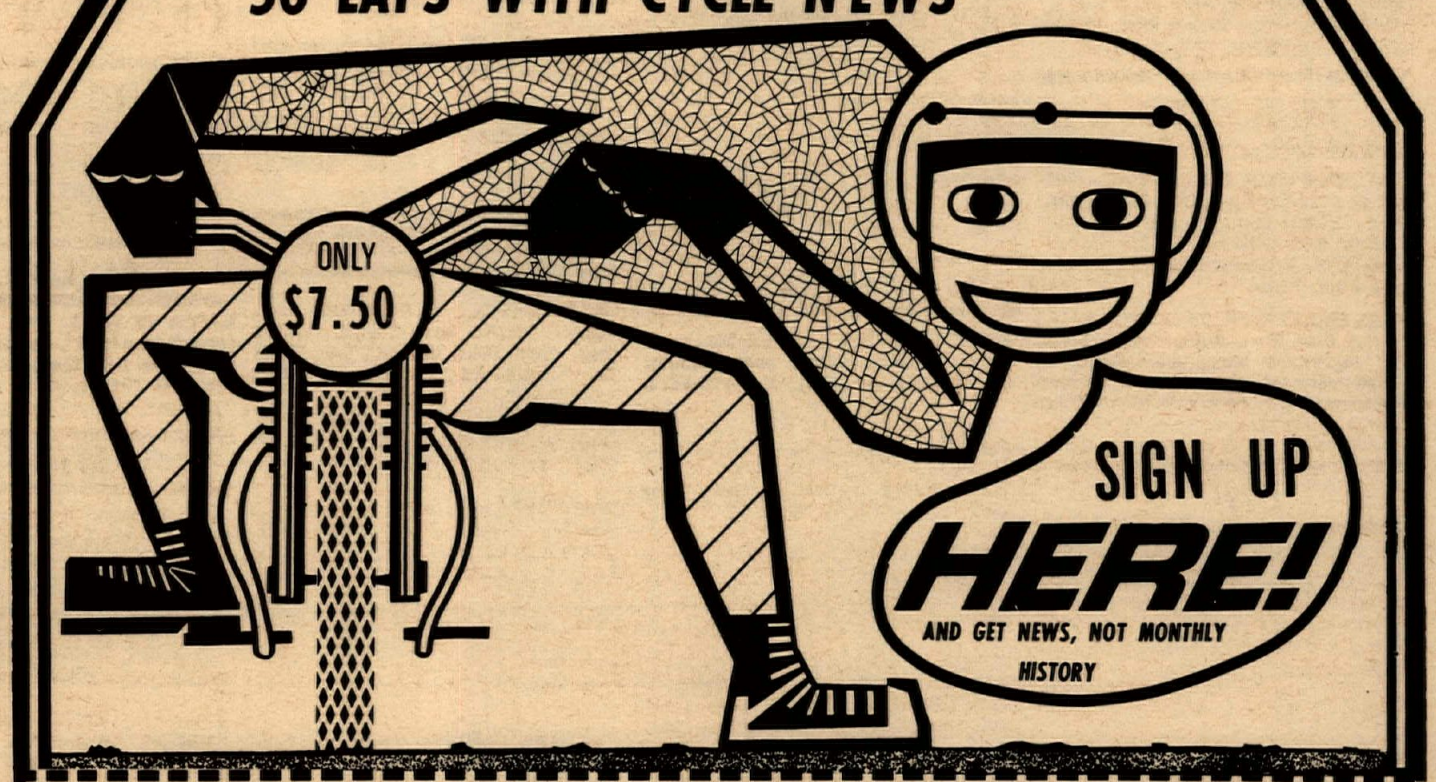

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